

IVY ISLAND STREET VACATIONVACATE A PORTION OF N LOMBARD ST BETWEEN N RICHMOND & N CHARLESTON AVESIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Peter Brown	7925 N Central St. 97203	pete9753@yahoo.com
✓ Betsy Valle	6802 N. Baltimore Ave 97203	BetsyValle@gmail.com
✓ Barbara (Babs) Adamski	7734 N Central Street 97203	babsia@gmail.com
✓ Kanchan Gokhale	7925 N. Central St. 97203	gokhale.kanchan@gmail.com
✓ Heather Bilgev	8330 N. Edison St. Portland, OR 97203	redney1975@gmail.com
✓ Chloë 8011 Frisella Kunst	Lumbard St portland OR 4757 N Central 97203	
✓ Donna Cohen	8443 N. Bliss St 97203	dcohen@dcoheninfo.com
✓ JOE ADAMSKI	7430 N BURR 97203	JGADAMSKI@GMAIL.COM
✓ Silver Bob	8832 N SYRACUSE 97203	
✓ Richard Tennant	9844 N Syracuse 97203	

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NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Susan Tennant	9842 N Syracuse	vfo ten@yahoo.com
✓ Heather Tennant	9842 N Syracuse	
✓ Gary Beehm	8589 N. St. Louis Ave	garyb-1952@comcast.net
✓ JOHN PETTY	9426 N Edison St #4	gagaw2013@gmail.com
✓ Kelly Tadlock	10135 N Mohawk Ave	Ktadlock2001@yahoo.com
✓ JUDIE BRINER	10205 N. Tioga Ave	judie_elaine@yahoo.com
✓ Dagna McErlean	7525 N. Richmond	Itisnesspdx@gmail.com
✓ Clinton Dorsee	8540 N Charleston Ave	clinton.dorsee@gmail.com
✓ Tom Karwiski	7139 N. Macrum Ave	Karwiski6@yahoo.com
spoke ✓ Barbara Quinn	7034 N. Charleston Ave	barbaraquinn718@gmail.com

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NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Joshua Leslie	6812 N. Catlin Ave	DDMiniFang@gmail.com
✓ Tom Stubblefield	7218 N Willamette 97203	tstub@comcast.net
Spoke ✓ Lindsay Jensen	8250 N Lombard 97203	lindsay@stjohnsmainstreet.org
✓ STAN HOFF	6708 SE 148th Ave 97236	stanhoff@gmail.com
✓ SHAE ULSA	6625 N. SENECA ST 97203	corbelle69@gmail.com
✓ Rockmond Beach	8517 N. Lombard St 97203	N/A
✓ JOSEPH PURKEY	7433 N LEAVITT AVE 97203	JPURKEY@CONVERGENCEARCH.COM
✓ John Teply	6625 N. Seneca St	bigfish@ateliergallery.com
✓ Eugene Darco	10016 N. Calhoun 97203	N/A
✓ Philip Fensterer	8347 N. Hendricks St 97203	fensterer3@mac.com

Moore-Love, Karla

From: Rich Tennant <ufoten@yahoo.com>
Sent: Friday, February 12, 2016 12:19 PM
To: Council Clerk – Testimony
Subject: Exhibit for entry concerning Ivy Island Vacation

To Portland City Council and in regard to the vacation of Ivy Island. I am sending you the following exhibit that I've sent out to various news organizations in the quest to find answers.

I believe the process exercised by PBOT is ethically incorrect and an abuse of authority. On this day February 12, 2016 I request that you release the documents concerning the time element of when Mr. Kreuger offered Ivy Island to Bolouri development The Union. While I hold onto hope that this distortion of process is isolated I fear that it is not. Portland City Council has decided that a few individual testimonies to outway the input of over 1100 citizens. When "the few" take control of and shut down "due-process" we, as citizens, should all be concerned. Our right to know is the basis of Democracy. I make the request for the production of relevant documents and for the production of any private conversations between Bolouri Development and PBOT, SJNA, Mainstreet. Whether Portland City Council is aware of the "real" time and exact date that Bolouri development started to draw plans that had as a prerequisite the vacation of Ivy Island. When Portland Development gained access of the amended blue print/engineering for The Union. This is a formal request. I await your response, as do the 1100 petitioners against the vacation of Ivy Island

Sincerely Richard G. Tennant
 8836 N. Haven Ave. 97203

To Willamette Week, The following is a draft that might have some points of interest. I am trying to get an investigation of what might be a very large cartel of special interests devoted to a common theme. I've sent an inquiry to the Oregonian also but one of the reports Denis Theriault is a staff reporter and also is a member of the SJNA. This might be problematic for both of us. I really would like an even handed research into this matter that I quite literally stumbled upon due to involvement with opposition to an ongoing event, "the vacation of Ivy Island" in our St. Johns community. I believe this preliminary research is just the tip of the iceberg and I've been able to trace many connections beyond the SJNA into other governmental locations. Thank you. Richard Tennant. 503-289-8480 email ufoten@yahoo.com

Dear Editor;

From St. Johns Review page 3 under FREE Local Opportunities & Events: St. Johns Main Street to host event celebrating St. Johns history. It should have read: St. Johns Main Street to host event celebrating St. Johns history, before MAIN STREET DESTROYS IT.

On the surface Main Street looks innocuous, benign and oh so friendly. Unfortunately they are not. In St. Johns Review August 2014 there is reference to Main Street and its involvement in Marvel 29 development. Whatever you think about the outcome or architecture of this building Main Street takes the lions share of credit as being the conduit or facilitator between this

development and the so called “representatives” of St. Johns(neighborhood associations, business leaders and “key” community members. Main Street proclaims they are a non-profit and call themselves a coalition.(Coalition defined: A temporary union of persons, parties, or countries for a common purpose.) Let us look into their purpose: The superficial purpose and I will use an example of the one in 1/29/16 SJReview: St. Johns Volunteer Fair. It lists KID'S ACTIVITIES, FREE CHILDCARE, LIVE DJ MUSIC, FREE APPETIZERS. In less bold letters the sponsors list: Main Street, Port of Portland and St. Johns Neighborhood Association. Before we go too far, we should look into how Main Street is funded. Well, our benign group is funded by Metro. If you Google up Metro Portland here is what you find.

“Metro's master plan for the Portland region includes transit-oriented development: this approach, part of the new urbanism, promotes mixed use and high-density development around light rail stops and transit centers, and the investment of the metropolitan area's share of federal tax dollars into multiple modes of transportation. Metro's master plan also includes multiple town centers, smaller versions of the city center, scattered throughout the metropolitan area.” Main Street, as I tried to point out in a previous submission to Review is the off-spin of The National Historic Trust for Preservation of Historic Sites.(the irony) On an independent Google Search one can find an executive posting for St. Johns Main Street indicating a salary of \$42,000 to \$46,000(May, 13, 2014) and under PRIMARY RESPONSIBILITIES: Coordinate with Portland Development Commission Program Staff. Let's think back now: Who is listed as a sponsor of the Main Street Volunteer Fair: Wonder of wonders, it is the St.Johns Neighborhood Association(SJNA) SJNA who endorsed Marvel 29, now endorses Union(the proposed Bolouri development with Main Street also endorsing the vacation of IVY ISLAND. John Teply who is trying to SAVE IVY ISLAND tried unsuccessfully to communicate with SJNA saying to a board member: This is too big a project to have the entire gateway into St. Johns bulldozed without input from the St. Johns community. John had gathered over 700 signatures to submit in favor of Saving Ivy Island which SJNA refused to take into any consideration. John's testimony was not allowed. The SJNA master of ceremonies shushed him up successfully and two “key community members” made motions to keep John's testimony and petitions out; the one who stopped John was the founding member of Main Street Coalition the other has been involved with ODOT, PBOT, METRO as have other members of SJNA. Some have written proposals for street design changes. Others have worked for many years as advocates for all things bicycle(and this is all a matter of public record, please look it up yourselves) Believe it when I tell you there are millions of funding dollars at stake in the “multi-modal” transportation area.

Where did SJNA conduct land use planning meetings ...Main Street Coalition, ah yes. As for Main Street, SJNA, PBOT, ODOT, Portland Development Commission et.al.; Although they claim to represent local residents let's take a closer look. I called Kurt Kreuger who works for PBOT(couldn't get a response for many weeks)after having talked with ODOT(a quicker response but less answers from ODOT). I wanted to ask about Lombard, Willamette Blvd., Columbia Blvd., to see as to whether these so called safety corridors were retrofitted or “earthquake” proofed. “No, they have not and I will send you information(never came) Then I asked Mr. Kreuger about how they plan to mitigate the impact of a New Seasons built on Lombard, especially the unloading of trucks, and how they will impact the Lombard St. safety corridor. I requested an engineering detail of Lombard(because in my opinion it is at saturation point and therefore unsafe for emergency vehicles) NO they didn't give me this. Same for Willamette and Columbia. I asked about the transfer of Ivy Island from public into private hands and he offered his view of a far better system with the big Bolouri project taking

over the "slip lane" with a big building that will protrude where Ivy Island now sits and the fact that Bolouri, in exchange, offered to pay for traffic lights and physical changes.

This brings me to a point of PRIVILEGE. The word privilege comes from the word roots meaning PRIVATE LAW. What is the historic record of what transpired between Bolouri development and the Portland Planning Commission. Supposedly, two separate architectural drawings were submitted for review, the first of which doesn't have the necessity of bulldozing Ivy Island. The other architectural drawing #2, is submitted and accepted by Portland Planning in lieu of gaining access or purchasing a publicly owned and maintained piece of St. Johns HISTORY, called Ivy Island(see the first paragraph of my editorial) Why is this unusual you ask? Well, it is this: Would you expect to petition for a building permit before you had purchased the piece of property that your project was to sit upon? Would you invest funds or be given funds by any bank under this set of circumstances? Would you spend thousands of dollars on architectural and engineering studies, when the outcome of said land transfer was in doubt?

At this juncture we have to look into various persons who have had the ear with developers, government, ODOT, PBOT and other entities. My first action into pursuing research was begun with an editorial written in the St. Johns Review by a person named Joe Adamski, a proponent of the Ivy Island transfer. If you Google the subject of Joe Adamski and PBOT you will see a link between them that infers a privileged ability to communicate and advocate for change. Coincidentally, Kurt Kreuger, PBOT employee, who ODOT put me in contact with to address my Lombard, Willamette concerns, is listed as sitting within the same Bicycle or multi-modal transportation group as is Joe Adamski. Kurt has privileged information and actually had a hand in planning and working together with Bolouri's Ivy Island transfer. I then Googled Shamus Lynsky a chairperson for SJNA and a supporter of the Bolouri development. Shamus had even violated(admitted to by Shamus)rules involving the use of electronic communication with entities in his advocacy for developer. During this search, Joe Adamski, Shamus Lynsky, ODOT pop up. It seems Shamus is a paid worker(coordinator)for a multi-modal proposed routing of Bicycles called NP Greenway that has received \$50,000 grant from METRO. Shamus Lynsky also was the co-author of a proposal that was adopted by ODOT and PBOT that changed the multi-modal uses of Rosa Parks Street. At this point my head is reeling because I'd seen the way Shamus has used the process to discount everyone who stands against the Ivy Island vacation. Shamus is in a privileged position. I then started to research various members of SJNA. Scott Bricker, a fairly new member and elected to the position called SALT that has to do with Safety and Live-ability. Google him and you find that Scott Bricker was the 11 year head of The Portland Bicycle Alliance. Google him and you will start to understand the continuous stream of privileged information and contact points of communication within a privileged circle. Scott Bricker is listed as being a member of a PSU panel that includes PBOT, ODOT and METRO giving presentations on the new urban design that wherein those Metro cities within the city are fed by mass transit and multi-modal(bicycle) transportation. We have many hints at these "key community members" and their roles in the St. Johns Lombard Plan. Robin Plance and his wife Pamela somehow raised \$30,000 (according to then mayor Sam Adams) in a tight economy in order to start up MAIN STREET in conjunction and connected with The National Trust for Historic Preservation(at this point I suggest that readers find who sits on the Board and where monies come from for the National Trust) I want you to come to realize that those persons, who sit and control SJNA's "community" meetings; those same folks who did everything in their power to shut up a local resident, John Teply and deny over 700 petitions against the Ivy Island vacation, proceeded

to shut up John by first by Shamus' refusals to hear, then a motion to stop John's further testimony, given by Robin Plance, with Scott Bricker.

Going backwards into the notes SJNA's meetings that introduce the preliminary steps by the Bolouri development and within portion called LAND USE. Josh(SJNA land use chair) and Shamus lead the meeting. "Starting in March, a revived land use committee will meet the second Wednesday of the month at the St. Johns Main Street office"(this action, of course, makes the normal process of transparency impossible) Shamus and Josh then have a conversation that is recorded in the SJNA minutes: "Of note, testimony on adjustments to the city of Portland's comprehensive plan are due March 14. Shamus then asks, Who knows what the comprehensive plan is? He and Josh then proceed to help explain. Josh then says it's a master plan for how the city might develop. Shamus says the city crafts a comprehensive plan only every 30 years, suggesting it's a once in a generation opportunity to tell the city how you want them to focus on land use and traffic issues.

The February meeting includes points on the Bolouri Development. An unnamed SJNA board member then says some board members have the developers contact info(who is this?) and that they're working on meeting him over dinner(breach of ethics?) to ask what he's planning and share what the neighborhood might like to see. A former board member, Joe Adamski, asks whether any permits have been sought. Another answers that the plan appears to be a mixed use building with retail below housing, making it more like the Marvel 29 apartments. Adamski then points out that this might conflict with PBOT's vision.

Later in the SJNA members have discussion with the developer of Marvel 29 apartments, Pat Kessi. Kessi talks about his time at U of P and that he hoped to re-create the area's "small town spirit". Joe Adamski asked if Kessi has any other plans for North Portland and adds that "he's expecting to see Lombard become an apartment canyon because of access to transit." Pat says, "hopefully in the future" but he's currently in pre-development in N.E. Portland and in Lake Oswego."

Again all these people have privileged positions. All we really need then is Transparency and complete records of each conversation between developers, SJNA, ODOT, PBOT, Bicycle-multi-modal interest groups and MAIN STREET.

TRANSPARENCY is defined as: Openness, accountability, and honesty define what government transparency is. In a free society transparency is GOVERNMENT'S OBLIGATION" to share information with citizens. It is the HEART of how citizens hold their public officials accountable.

I will end here by asking a question. Has each person in the position of public trust been transparent? There a literally millions of dollars that change hands in this format of development, mass transit, ODOT and PBOT dollars.

Please do your own investigation and look into the work of Main Street. Look a little beyond their, child care, free appetizers. Look into the who's who of donating and you might see a pattern. This pattern leads towards what some call gentrification. There are interested parties that donate funds. Do they expect an outcome that will ultimately benefit themselves? Marvel 29 has given a donation. Marvel had direct benefit of a the MAIN STREET COALITION(remember the definition of coalition)

Please take action. When Portland changes, and as they all say...it will change. Will the mini cities proposed by Metro be built despite the majority will. If local neighbors are excluded, as sited with the SJNA, will the outcome, outsource the poor or low income?

I ask that all those who have vested economic interests recuse themselves from any process that would ultimately benefit only a select few. Will we be stacked up like cord wood, to fit the

paradigm of "lower carbon footprint" as proposed by city councilman Novick? Will any portion of St. Johns survive this "new urbanism"? Shouldn't we actively try to stop those who, intentionally or not, pervert justice?

I hope that you will do one more thing. Travel down Vancouver Ave. near Emmanuel Hospital and take a look at the new urbanism because a variation will be on the way into your own community if you are "lucky" enough to have a few decision makers that have, Metro, PBOT, ODOT, perhaps a Main Street and a Neighborhood Association.

Moore-Love, Karla

From: Nebel, Erika
Sent: Thursday, February 11, 2016 8:48 AM
To: Council Clerk – Testimony
Subject: FW: In Support of Ivy Island Vacation

Erika Namioka Nebel
 Policy Advisor & West Portland Liaison
 Office of Commissioner Steve Novick
 1221 SW 4th Ave., Suite 210
 Portland, Oregon 97204
 503-823-3114
www.portlandoregon.gov/novick

From: Hanson, Laura
Sent: Tuesday, February 09, 2016 9:36 AM
To: Krueger, Kurt <Kurt.Krueger@portlandoregon.gov>; Nebel, Erika <Erika.Nebel@portlandoregon.gov>
Subject: In Support of Ivy Island Vacation

Laura Hanson
 Scheduler & Constituent Relations Coordinator
 Office of Commissioner Steve Novick
 503-823-4682
portlandoregon.gov/novick

From: John Salomone [<mailto:jcsalomone@gmail.com>]
Sent: Monday, February 08, 2016 9:33 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>;
 Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>;
 Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>
Subject: Proposal to vacate Ivy Island

Mayor Hales
 Commissioner Nick Fish
 Commissioner Amanda Fritz
 Commissioner Steve Novick
 Commissioner Dan Saltzman

Dear Mayor Hales and Members of the Portland City Council

I am writing in support of your proposal to vacate the portion of N Lombard St known as Ivy Island. The vacation will be a benefit to our neighborhood. Combined with the planned development at Lombard St and Charleston Ave, it will improve the safety, aesthetics, and livability of the area.

The current street design, with the curved slip lane, is unsafe. The curved street blocks visibility between cars in

the slip lane and pedestrians crossing at the Lombard/Charleston intersection. The design also promotes speeds that are too high, given the low visibility. As a parent, I find it difficult and sometimes scary, to cross Lombard at Charleston, with small children. Given the proximity to a school and a library, that is a scenario that many of us face regularly. Reconfiguring the intersection at Richmond will improve visibility, and promote more appropriate vehicle speeds.

As it currently exists, Ivy Island is an obstacle - one is forced to move around it. As part of the planned development, this land will become a proper gateway to the neighborhood. Line of sight will align with the rest of Lombard into St. Johns, and it will be possible to move along that line on foot or by vehicle.

Further, this land is non-functional as a public space. It is a mound of dirt and vegetation, in the middle of a busy intersection. It is not usable as a meeting or gathering space, for recreation, or for events. Further, during most of the ten years I have lived in the neighborhood, it has simply been an eyesore. Transferring this land to the planned development will remove unusable public space, creating usable semi-public space.

I am pleased that the City Council proposed this vacation, and it has my full support.

Sincerely

John Salomone
7304 N Kellogg St
Portland OR 97203

Moore-Love, Karla

From: Barbara Quinn <barbaraqnn718@gmail.com>
Sent: Wednesday, February 10, 2016 3:56 PM
To: Commissioner Fritz; Commissioner Novick; Hales, Mayor; Commissioner Saltzman; Commissioner Fish
Cc: Moore-Love, Karla
Subject: Reconfiguration of N. Richmond & N. Lombard

Mayor and commissioners,

I was a participant in the St. Johns Plan 2004 and I support the vacation of Ivy Island and the reconfiguration of the area between Lombard and Charleston. The proposed development is very close to the suggested vision of the Plan. The Plan and proposed reconfiguration was fully vetted with north Portland residents, neighborhood associations and local business associations including the St. Johns Boosters who participated through a representative.

There is no way to address pedestrian safety at Lombard and Charleston without removal of the blind curve. It is inherently unsafe. no amount of street art or speed bumps will change the fact that it's a blind curve and drivers cannot see the crossing until they are 20 ft from it. Safety is the first and most important quality of a Pedestrian District. Nothing else counts as much.

The adjacent school makes the location of the blind curve even more dangerous with small children crossing to get to school.

If St. Johns is going to become more dense, density should be located in the town center to support small businesses.

The developer and architect inquired about providing replacement native trees in St. Johns Baltimore Woods corridor, but Friends of Baltimore Wood's partners at BES and Parks say the corridor is maxed out on trees at this time. Nonetheless we appreciate kind the offer.

Removal of Ivy Island should not be an icon for gentrification. That is an important issue that needs to be addressed separately, but it has nothing to do with safety improvements and the development proposal that fulfils the vision of the St. Johns Plan.

With better communication and less polarizing language, many qualities desired by those in favor of keeping the island could be moved to the new plaza.

thank you,
Barbara Quinn
7034 N. Charleston
Portland OR 97203
503-954-3142

Hello. My name is Peter Brown. I am resident of St. Johns and I am here to speak against the proposed vacation of Ivy Island.

The first thing I'd like to speak to is what I perceive to be a lack of public awareness that Ivy Island may given away and developed.

In my very limited free time I have gone door-to-door in my neighborhood, asking whether people would like to sign a petition to preserve Ivy Island.

Overwhelmingly, people have **no idea** that this public land might be given away. Since the demolition at the adjacent corner, many folks have some idea that development is coming. Most don't know that a 4-story building is going to be built. None of them know that if Ivy Island is vacated, the proposed 4-story building is going to move onto and occupy much of Ivy Island, what is now public green space. At that point, they usually grab the signature petition out of my hand so they can sign immediately.

As a consequence of this experience, I would also like to say that the endorsement for this project of St Johns Main Street and St Johns Neighborhood Association is NOT representative of the community of St. Johns, the 15,000 people who will be immediately affected by the loss of Ivy Island. It is the 10-person Board of the neighborhood association that decided to send a letter supporting the proposed vacation, after little or no actual input from the community.

The second point I'd like to mention is how the St. Johns Lombard plan has been used to justify the vacation of Ivy Island. The Lombard plan was developed with extensive input from the St Johns community as well as the city. The point I want to make is how different the proposed Bolouri development encompassing Ivy Island is from the Lombard plan. The only real similarity is that the slip lane would be removed. If you look at the image from the Lombard plan and the proposed Bolouri plan, they are strikingly different. The Lombard plan envisions a large open plaza, with ample tree cover and easy pedestrian access from east to west. Specifically mentioned in the Lombard Plan are improving sight lines into the commercial core and pedestrian walkability. The proposed building would cut off the sight lines that currently exist into the commercial core, and make east-west pedestrian use more difficult.

Please vote no to the proposed vacation of ivy Island.

Thank you.

A handwritten signature in black ink, appearing to read "Peter Brown", with a long, sweeping horizontal line extending to the right.

February 10, 2015

Thank you, Mr. Mayor, and each of the commissioners for holding this hearing.

My name is Kenn Gritzmacher. I have been a member of the St. Johns community as the owner of Peninsula Station, a mailbox and service center, for the past 26 years.

Because of my business's location in the heart of St. Johns and my regular contact with a large cross-section of the St. Johns community, I feel compelled to comment on the impending action on Ivy Island.

As St. Johns evolves, it is important to preserve our community's rich history, and Ivy Island is one of the finest expressions of this—serving as both a symbolic and concrete gateway to St. Johns.

While I appreciate concerns regarding the safety of the slip lane, I suggest that safety levels would be kept higher with the island in its present form. Given the present slip lane form and the further setback at Charleston corner with the removal of the previous building (for years, Value Giant), traffic accidents should already be lessened at an intersection that previously had regular near misses and actual accidents in my 21 years at my present location just one block from the island.

Further, the proposed development has been a cause of greater concern due to its location across from James Johns Elementary, a K-5 School. With parking ingress and egress directly onto Charleston Street, it gives rise to great concern over potential congestion at peak school hours. The island helps maintain safer speeds on Lombard Street, for both students and the rest of our community.

Thank you for your time and consideration on this issue.

Sincerely,



Kenn Gritzmacher



Kenn Gritzmacher
PENINSULA STATION
8316 N LOMBARD ST
ST JOHNS, OR 97203

Dear Mayor and Commissioners,

I don't think it's a good idea that traffic will be diverted off of Lombard, because I think it will affect our business, and the other businesses in our town. Over the years – I've worked here for almost ten years (at Pattie's Homeplate Café) I've had several customers come in that were from out of town, and because of how the road is, they just accidentally came across our place. They weren't looking for St Johns, but they found it! They didn't have time that day, but they decided to come back another day to check the town out. That kind of thing is cool and it just only happens because of how the slip lane is. I think if they're driving down Ivanhoe, driving past Safeway and US Bank, they're going to think that's all there is to St Johns, and it won't even occur to them to come back. They're going to miss all the cool historical buildings and businesses.

I know this is a concern of several of the business owners; my Mom was telling me today that when they first introduced Ivanhoe as a main through-way, around the 40's or 50's, that a lot of the businesses in St Johns actually went out of business. Including the Drugstore that was here before we were. Several years later, my Mom owned a business where Plew's Brews is now, and St Johns was such a ghost town at that point in time that my brother and his friends, were able to play catch with a football out in front of the store on Lombard! And they'd all just yell, "Hey, car's coming!" just like Lombard was a little side street!

Now that St Johns is picking up again, I just don't think it's a good idea to make such a big change and get rid of our gateway.

For me as a driver, even when I'm coming this way to go home, sometimes I'm so impatient with traffic that I'll cut down through the side streets and come down through Willamette so I don't have to wait at that light (at N Jersey and N Richmond). I don't want to sit and wait at a red light! I think it would be a huge mistake if the only way to get downtown was a hard right turn at a traffic light. The businesses would really suffer. I think it would be really bad for our business. We don't make a ton of money here. For my Grandma, it's not about the money, it's about the people, the regulars. But something that caused a huge decrease in customers would make us have to shut down. And same thing with a lot of these places – they're barely making it. They stay open because they like the community.

Brittani Lyski
3rd Generation St Johns Resident
Grand daughter of Pattie Dietz of
Pattie's Homeplate Café
503-285-5507
Feb. 10, 2016

187599

MAYOR AND COUNCIL MEMBERS:

MY NAME IS KARCA CROSBY AND I LIVE IN ST. JOHNS, PORTLAND, OREGON.

I RESPECTFULLY ASK TO ENTER INTO THE RECORD THAT I AM OPPOSED TO THE VACATION OF IVY ISLAND AND THE SLIP LANE.

I HAVE LISTENED TO ALL THE ARGUMENTS OF THE PEOPLE BOTH FOR AND AGAINST VACATION. I HAVE ~~COME~~ TO THE CONCLUSION THAT VACATION OF IVY ISLAND AND REMOVAL OF THE SLIP LANE WOULD NOT BE IN THE BEST INTEREST OF ME OR ST. JOHNS.

THE PEOPLE IN FAVOR OF THE VACATION ARGUE THE SLIP LANE AND BLIND CURVE ARE DANGEROUS, YET TRAFFIC STATISTICS FOR THE AREA SHOW NO FATALITIES. (PBOT VISION ZERO CRASH MAP 2004-2013)

THEY FURTHER COMPLAIN THAT THE APARTMENT BUILDING TO BE BUILT THERE, WILL ~~LOSE~~ 16 UNDERGROUND PARKING SPOTS, YET WHEN I CHALLENGED THEM ON THE LACK OF PARKING AND PROBLEMS THE NEIGHBORS AROUND THE MARVEL 29, A LARGE NEW APARTMENT BUILDING

located a few blocks away. The opposition sites various websites, articles and studies that say parking does not matter. Business will succeed or fail with or without parking. People will pay for parking, or change their habits and not have cars, ect.

If the developer would be willing to move his building back a bit on his property the blind curve issue would not exist. Signage + Street paint. Perhaps an entering School Zone sign, slow traffic to 20mph through town on Lombard starting at the slip lane would slow traffic and help residents feel like something has been done to improve their area.

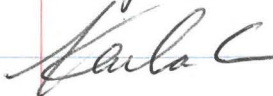
To my knowledge no one has done a study on how this proposed change would effect traffic. Common sense would dictate that if more traffic is channelled through a more restricted area the end result would be congested, bottle necked traffic. A traffic study could measure the extent of the traffic.

Additionally I Feel there was a Fundamental Failure OF OUR ST. JOHNS Neighborhood Association to INFORM US as to what was happening IN regards to The UNION apartment building and the Vacation OF Ivy Island and the Slip lane. I only initially heard about this issue From the Save Ivy Island people, holding signs on the actual island. IN speaking with my neighbors and other people OF the community I WAS shocked at how little people knew, Or what they thought they ~~knew~~, and how inaccurate it was.

IN conclusion LACK OF Community input, LACK OF INFORMATION, AND Understanding OF what the changes will bring IN traffic Flow. I ask that you delay your decision until the conclusion OF Further investigation.

Thank you For your time.

Respectfully,



KARLA CROSBY

9111 N. KELLOGG ST
PORTLAND, OR 97203
503-798-1779

Mayor and Commissioners
Tuesday, February 09, 2016

I am a supporter of preserving Ivy Island and the curve (now known as the slip lane), of the original main street at the Gateway of the historical St Johns of Portland Oregon.

St Johns was once a town all of its own, and in 1915 it was claimed by the city of Portland, Oregon, but allowed to keep its own significant look, style and name. While there have been many changes and looks to St Johns over the years, it has always had its own style that just doesn't seem to change at all. That is all about to disappear.

Ivy Island and the "slip lane", are just the tip of a very large iceberg. I look around at other areas- the Pearl, Mississippi Ave., Williams Ave., Division St., and Hawthorne, to name a few. they are just sad remnants of the character and individuality of what they once were, . Their changes started out in the same way.

In the five plus years that I have been here from Salem, Oregon, I have seen huge, oppressive changes in all of those areas and more. There were once places that I wanted to go explore and shop in, but I no longer have any interest in even going near them. There is no where to park my vehicle, and its physically painful for me to walk very far. These areas are dark no matter how brightly the owners paint them. Even the air is more stale as there is no longer enough mature trees or other extensive foliage to do the work of cleaning the air as they should be doing, if they were still there. Those areas are depressing and trigger anxiety among other issues. The massive shadows that are permanently cast by these buildings are depressing and sterile feeling. I have no interest in going somewhere that causes me to feel bad or wary.

Ivy Island is open and the foliage does the job of cleaning the air of particulates and carbon monoxide. The island provides its own mini eco system for birds to rest and nest. For bugs to clean as bugs do. The Lombard Plan was created many years ago, and an updated version was created about five years ago or so..... but, today is today and you have a new group of folks who want different things. You also have an entire population of people who had no idea that all of this was going on. Most of them had no idea that there has ever been a safety issue with the slip lane or with the Charleston intersection. To the knowledge of the average St Johns resident, there have been no deaths or serious injuries compared to the intersection of N Ida and N Lombard by the Peninsula Fred Meyer store. Everyone is worried about that one. So, why has there been so much time being spent on an area that is far less of an issue than another? It is a really good question.

I find myself wondering what the impact will be of removing 13 mature canopy trees from an area that already has enough air quality issues? Anything planted to "replace" them, wont be able to do their job for many years. Once they get to a certain height, they will be cut down and a smaller tree will replace each one. Smaller trees cannot do the job of mature canopy trees. Think jungle canopy and how clean the air is beneath them. That is because the underside of each leaf consumes the carbon monoxide that rises up to the underside of the leaves. Our trees have a very important job in our environment here.

Another issue that comes to mind in regards to the new Union project.... Parking. There won't be enough underground parking for the residents of this building, the shop owners/managers and shoppers/ users of the retail and multi use units. All of the parking in the area is needed by the school and employees and users of our Library. Expecting an outer edge area of Portland to be minimal to car-less, is an unrealistic expectation as bicycling is not a viable or safe option for all of the residents here and the transit system still leaves a bit to be desired as its not as reliable or as inexpensive as it could be for those who live here on a tight budget.

Our ^{homeless} ~~homeless~~ population is exploding here, and its all because of the displacement created by the developement of places just like Marvel 29 and the Union at St Johns. While rent control tactics and affordable housing are not a requirement in the state of Oregon, Portland could make an example for the state, of how well a city of our size can make things very livable for all of its citizens.

The union project is going up whether there is an island or not, there is no question of that. What do we want to best represent the history and clean beauty of St Johns?

A clear view into her business district.

A welcoming sight and feel for guests and residents alike.

We want our little area to be as safe as possible without losing anything as significant as a valuable greenspace.


We want plenty of parking for our new residents, workers, services and shoppers.

In closing, I'd like to offer up a realistic thought/idea/suggestion..... If trees need to be removed to build upwards in an effort to reduce our carbon footprint, wouldn't it be even more effective to offer the developers some kinds of city or state benefits to produce greenspace buildings, that incorporate the greenspace upon the buildings themselves. In doing a bit of research, Japan and Germany have this all figured out and there are even a few of these in the Portland area. St Johns is known for its greenery, and this would be a very productive way of creating an example for the rest of the state. (Please see enclosed photos of existing green space buildings located in NE Portland).

Thank you for reading what I have written here. It's the best chance I have of getting my voice heard. I find our local associations to be a bit lacking, but have hopes that they will communicate better with the rest of the residents of our community very soon.

Deepest Respects, Tia L. Ossenkop

Current Resident of St Johns community of Portland, Oregon

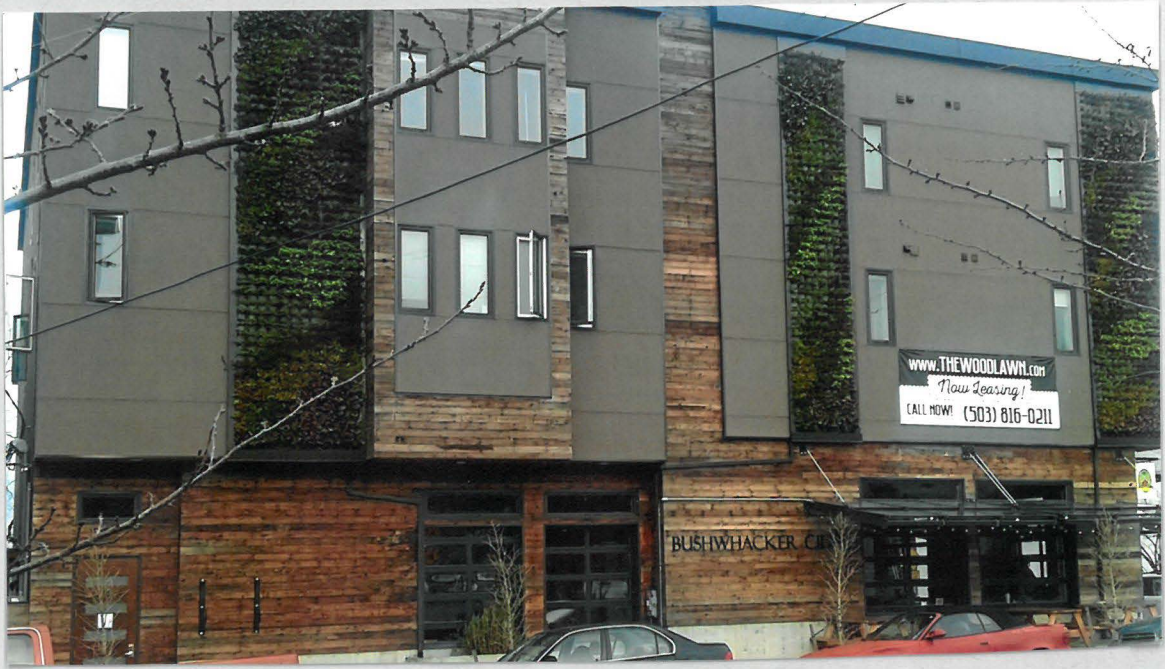


P.S. All of the issues addressed in this statement are either directly or indirectly in regards to the possible vacation of Ivy Island. With all of the related questions and concerns, wouldn't it be worth it to postpone further action until the completion and further study of the greater impact?

In the meantime, shouldn't more impending issues, such as the mortality rate at intersections such as N. Ida/N. Lombard, be focused on more immediately? Some kind of priority needs to be met in these cases. Thank you.

Greenspace Building #1 example
Bushwhacker Co. Apartments and Retail

187599



Located on NE Dekum St. Portland, OR.



Please note the repurposed wood siding.

Market and Pizza Shop

greenspace
frontage
from rooftop
to walkway.



Greenspace
Rooftop
over the
garbage
and
recycle
Buckets

Located on NE MLK Blvd., near the N. Lombard intersection,
on the west side across from the Arco gas station.

187599

John Teply

6625 N. Seneca St.

Portland, OR 97203

Dear Mayor and Commissioners,

Enclosed are the signatures of over one-thousand residents of St Johns, whose voices have never been heard and considered in the development of the Union at St Johns. Throughout the entire process there was never enough engagement to ensure that the community of St. Johns would be properly informed about the details and impact of the proposed plan.

I have five reasons why I think you should vote no on vacation.

1) Public Property should remain public and not be privatized; 2) The Ivy Island Parcel and the Eastern Colony Parcel both have large mature trees. The mitigation arrived at for these trees does not reflect their true value; 3) we are told that this is based on the St Johns Lombard Plan and that our community asked for this, but the site plan for the two developments are decidedly different. 4) Inexpensive safety improvements that involve signage and paint, and recommended by the 2011 Safety Audit were not implemented. Then our community is told that PBOT can't afford to improve this intersection and we best go with the Bolouri Plan if we want improved safety for our community.

The fifth reason is that PBOT did not do a good enough job at engaging the community concerning this project. In the meeting of March 4th, 2015, Teresa Montalvo reached out to four St Johns Community groups, only two of which showed up. St Johns Main Street and the St Johns Neighborhood Association were in attendance. Friends of Cathedral Park Neighborhood Association and the St Johns Business Boosters, though invited, did not attend. Everybody else at that meeting was either part of a government agency like PBOT or they were individuals representing themselves.

As far as I know there was no follow-up as to why other community groups did not attend. The outreach, at that point, seemed to have been left fully in the hands of St Johns Main Street and the St Johns Neighborhood Association without PBOT guidance. The ensuing ^{four} ~~three~~ meetings that they facilitated were essentially meetings in which the developer and architect promoted their project. I attended two of them. There was no opportunity for an open discussion concerning the project and its meaning for the St Johns community, by the St Johns community.

A project of this importance, that radically changes the face of St Johns, it needed proper public involvement. I think the process needed stronger PBOT and Planning Department presence in developing the discussion. Concerning what this corner was to look like, it specifically says in the SJ Lombard Plan on page 86 that "specific design details still need to be developed through a design engineering process with public involvement."

John Teply

11th hr ms nelson

The Difference Between the Lombard Plan and the Bolouri Development

St. Johns Lombard Plan

- Public Plaza that protects the pedestrian.
- Protected pedestrian corridor for east/west travel.
- Public Plaza, large.
- Big 30 year old trees.
- Enhanced Gateway into the business district.



PLAZA



PEDESTRIAN CORRIDOR OR SIDEWALK



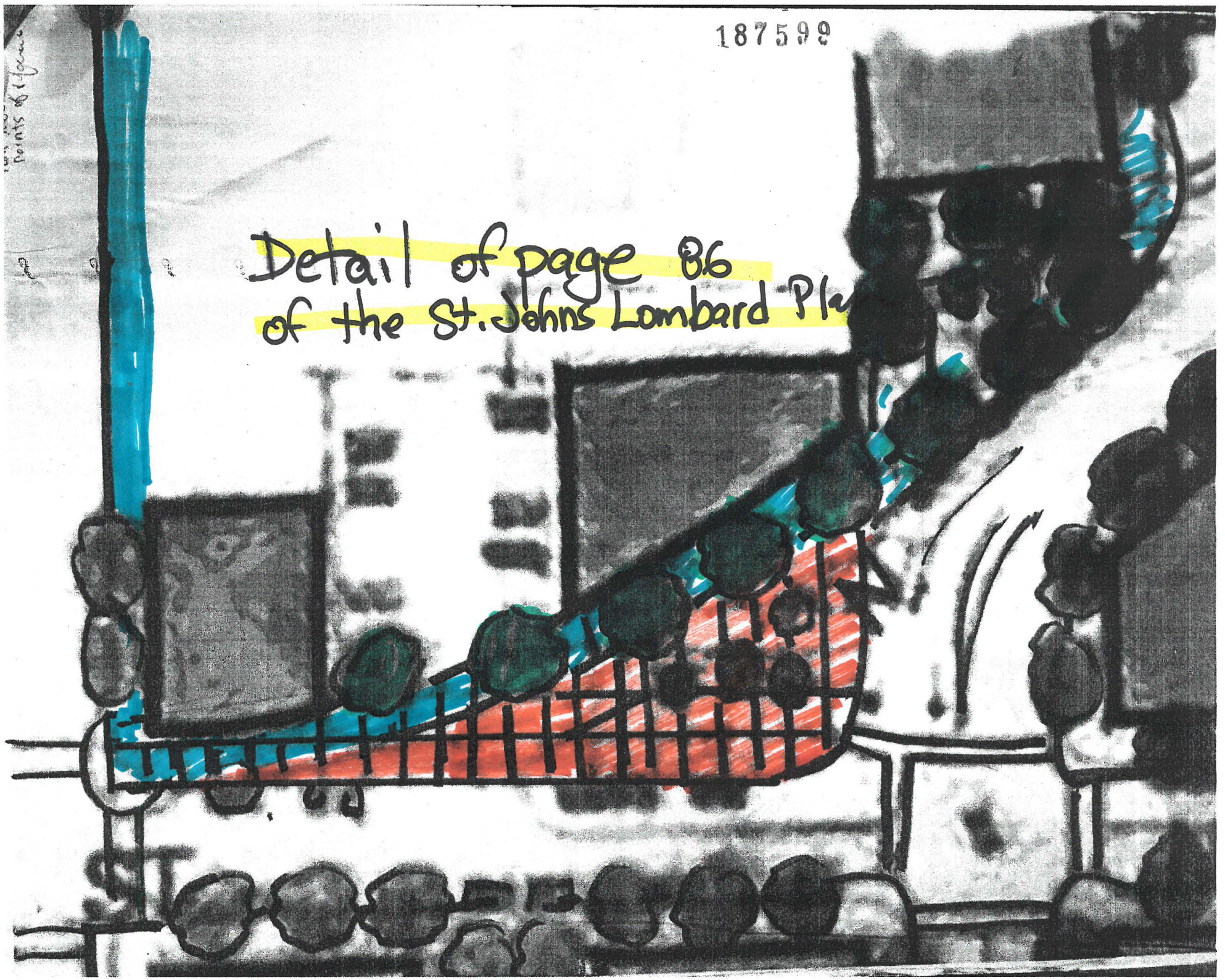
TREES

Bolouri Development

- * Small Plaza that does little to protect the pedestrian
- * Little protection from traffic for east/west travel.
- * Private Plaza, small.
- * Not big trees.
- * Diminished Gateway into the business district.

187599

Detail of page 86
of the St. Johns Lombard Plan



187599

S

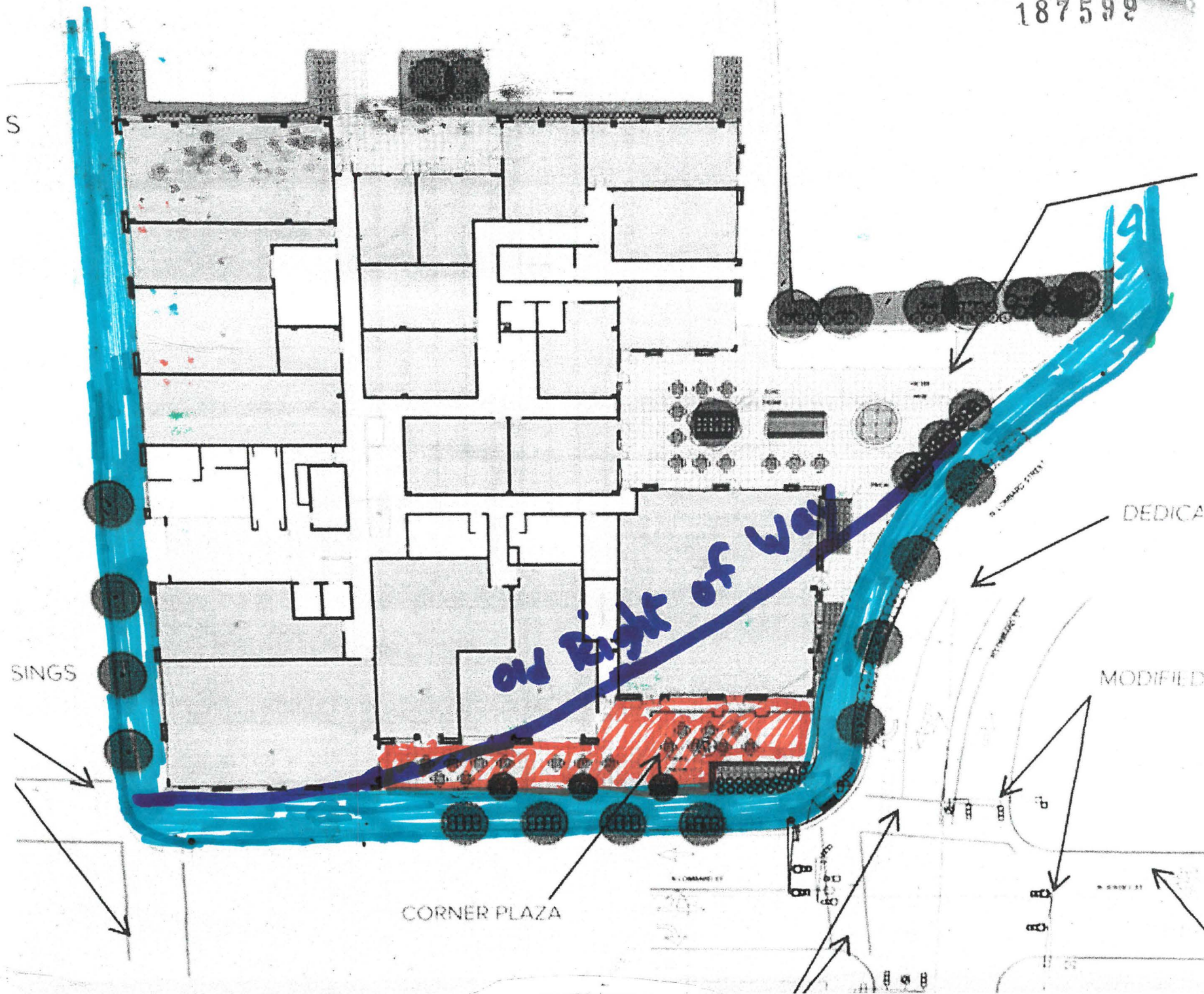
SINGS

old Right of Way

DEDICA

MODIFIED

CORNER PLAZA



187599

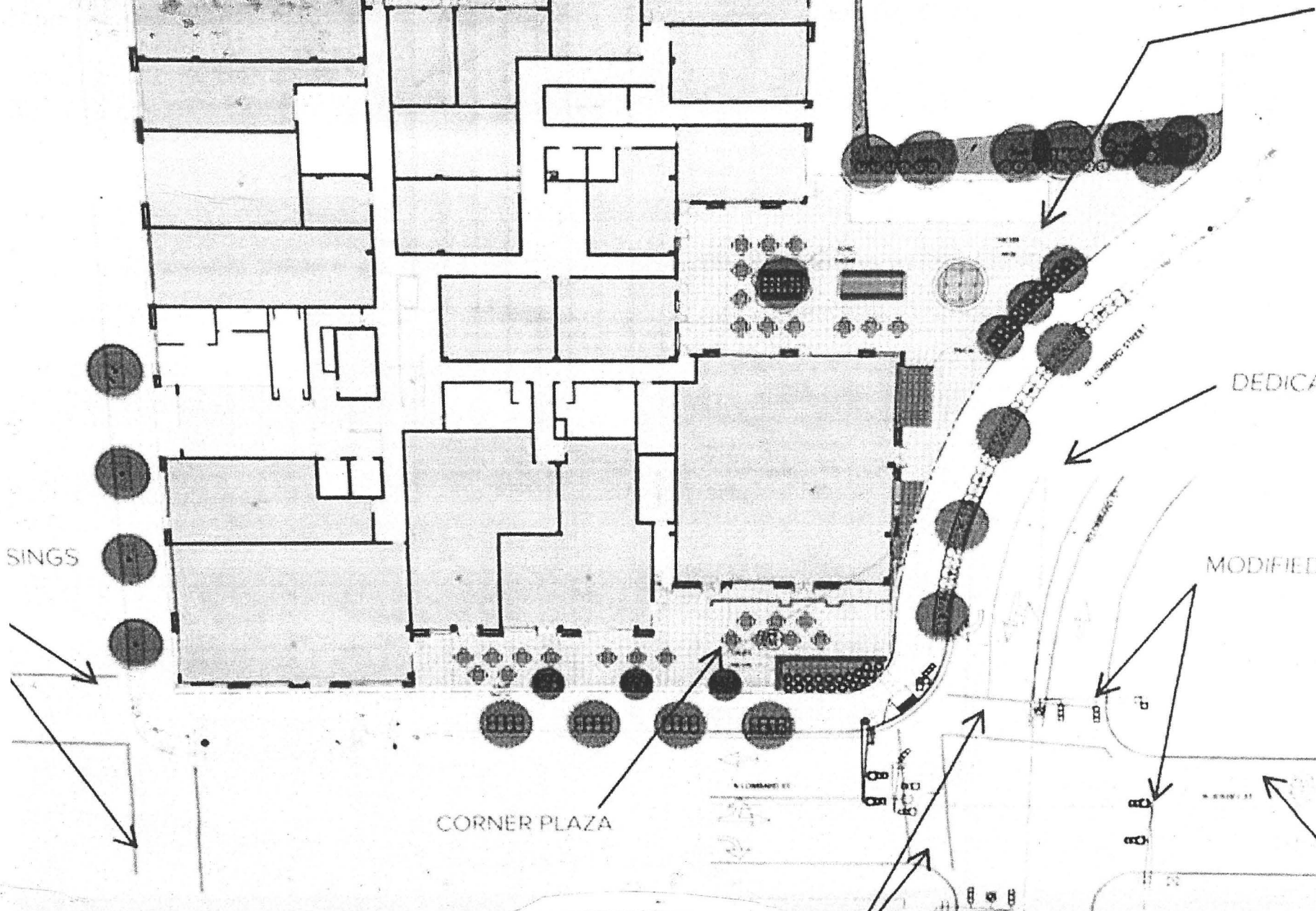
S

SINGS

CORNER PLAZA

DEDICA

MODIFIED



Concerning the Proposed Vacation of Ivy Island and the Lombard Slip Lane

About the new development: I look forward to having new customers in the neighborhood, and new businesses, but I don't like the idea of that intersection changing. I'm afraid it's going to effect traffic that flows into St Johns. I understand we want to make it kind of a walking community, but people still drive. And that island has been there forever and I wouldn't like to see it go. They call it the "Gateway" and it should remain the Gateway to St Johns. I think it would be good to keep it there.

James Gilbert

3rd Generation St Johns Resident

3rd Generation Owner of Tulip Pastry Shop

503.286.3444

John Teply
6625 N. Seneca St
Portland, OR 97203
503.286.4959
bigfish@ateliergallery.com

Dear Mayor and Commissioners,

Recently I saw the proposal for the Bolouri Development, ("The Union at St. Johns"), as sent by Planning to the Mayor and Commissioners. To my dismay, a St. Johns Neighborhood Association (SJNA) letter supporting this project is on the first page. I recently filed a grievance against the SJNA over this very letter and won. I ask that that letter be removed. It is an illegal letter that gives the stamp of community approval to all that follows. See exhibit 6, SJNA letter.

I have had problems with the St. Johns Neighborhood Association, I sought the advice of Paul Leistner, ONI Neighborhood Coordinator. After hearing options I decided to file a grievance.

I filed the grievance because according to ONI Standards this letter came about without a meeting (VIII C) and without minutes (VIII L). At the Grievance hearing on 1/28/16, ONI Director Tom Griffin-Valade was the facilitator. Shamus Lynsky and Emilie Saks-Web admitted that they illegally used email to vote. For the Grievance, the only remedy that I sought was that the letter that the St. Johns Neighborhood Association wrote to Planning be pulled from the official packet sent to the City Council.

At the Grievance hearing, I was told by Tom Griffin-Valade that letter was indeed illegitimate, that 1) proper procedure of making decisions at meetings was not followed, 2) nor were there minutes documenting the process, 3) much of the process was done by email. All of these were violations of ONI Standards. So I won.

As to the remedy, to have the letter pulled from the official Planning Packet, I was told by Tom Griffen-Valade that 1) it was now part of the official Planning Packet, 2) with that being the case, it had now become an official City document and for that reason it couldn't be altered 3) that my only redress was to discredit it at the City Council meeting itself. Tom gave me some tips on how I could do this. Since I was assured by a City representative (Tom) that my remedy was a lost cause, I agreed to accept an apology and I dropped the Grievance.

But seeing the effect of that letter as the first page of the official packet, I now want it to be removed as prejudicial to the case that I'll be making to not vacate Ivy Island.

See exhibit 1, Richard Tennant letter.

As has been consistent with SJNA on the subject of the Bolouri Development, the Board actively diminishes and marginalizes points of view that are other than what the SJNA Board would like the SJNA to reflect. Further Examples:

1) PETITIONING THE ST JOHNS NEIGHBORHOOD ASSOCIATION. This particular incident concerned a petition that I gave the St. Johns Neighborhood Association (SJNA) Board with 600 signatures on it, asking them to write a letter to the Portland City Council to not vacate Ivy Island and the Lombard Slip Lane, our Gateway into St Johns. My SJNA history on this is that for the past five months Save Ivy Island has been giving the SJNA signed petitions concerning the issue. The first month, we had less than one hundred signatures. For all these months we were not acknowledged or responded to by the SJNA Board.

For the SJNA 12/12/15 General meeting, Save Ivy Island presented the board with a petition of over 500 signatures, that Shamus Lynsky, the Vice-Chair of SJNA and moderator gave it back to us saying, "St Johns Neighborhood Association has already made up its mind on this and there is no need for you to give these to us. I suggest you give them to the City Council." To this I replied, "Enclosed is a petition with 500 names on it. In the past you have dismissed the people on these petitions. You certainly have not been acknowledging the petition or the people that signed them. You choose to dismiss them as unimportant, or at least marginalize them. These are your neighbors, and this is a "Neighborhood "Association. Just because they aren't all here does not mean that you should ignore their voice. It's not responsible. We would like you to pull your letter of support, and acknowledge that the community is too divided on this, that in good conscience you cannot write a letter of support that reflects the St. Johns community." To this, Mr. Lynsky took the petition back.

For the General meeting of 1/11/16, Save Ivy Island presented SJNA with a petition of 600 signatures asking them to write a letter to the Portland City Council NOT to vacate Ivy Island and the Lombard Slip Lane. At this time I was informed that I was doing this incorrectly, just giving a petition wasn't enough. Keep in mind that I had been doing this for four months now and they just now were informing me that the reason they hadn't responded was because I didn't do proper procedure. That giving them the petition wasn't enough, I had to propose a resolution.

There was now a formal resolution proposed to the SJNA Board requesting them to write a letter supporting non-vacation as proposed by the petition. The first to speak was board member Jennifer Levy who said, "What if I got 500 signatures on something, that doesn't mean anything!" To which I replied, "Well I would like to see you..." at that point, I was interrupted by Mr. Lynsky, who raised the subject of "Robert's Rules."

At this point there were many people who wanted to speak, Mr. Lynsky chose to acknowledge a board member, Scott Bricker. Mr. Bricker had ample time to explain why Ivy Island and the Slip Lane should be destroyed, glancing at me and directing his comments at me. At this point I tried to respond to Scott, but was interrupted in the name of following Robert's Rules. Next a woman from the audience was recognized and spoke about the dangers of the present configuration of the N. Charleston intersection.

There were many supporters of Save Ivy Island who tried to speak, but were either cut off or not called upon to respond to Ms. Levy, Scott or the last woman mentioned. At this time, Mr. Lynski called on a former board member, a man in the back, who talked about the complexity of the Lombard Plan and at that point, **called for an immediate vote on the resolution without further community input or discussion.** We lost the vote.

See Exhibit 2, Shae Uisna Letter.

2) ABOUT THE BOLOURI GROUP PRESENTATIONS TO SJNA. There have been three SJNA public meetings on this subject. The first I don't know how many attended, I wasn't there. The next two were each attended by about 80 people. In the second meeting Bolouri and his architect Jones gave a presentation. The audience was only allowed to ask the Bolouri/Jones team specific questions about their project. Questions or statements outside of that were not allowed. Dissenting opinion or any discussion was not allowed. In all the meetings there were angry people who didn't support the Project, but there has never been a public venue where these opinions could be expressed on equal footing with the Developer.

The third meeting was myself as speaker. It was not given easy as I had to lobby multiple times to get the time to present. First I was told at a General meeting that the Calendar was open and that they would schedule it at the next Board meeting. The Board meeting came and went, and I waited. As it came to be, they hadn't scheduled me as promised. After reminding them of their promise, they did agree to let me speak. I was to be allowed 10 MINUTES, 5 minutes to present and 5 minutes to answer questions. This of course is laughable, so I went back to them. After negotiating, I was given 10 minutes to talk on the subject while the SJNA structured the remainder of the meeting to discount what had just been presented. The SJNA essentially told the audience that, "It's a done deal" and that I was misinformed.

3) TOWN HALL. From the beginning I felt that St Johns needed a large community discussion on this because it so radically changes the face of St. Johns. Because the SJNA wasn't going to do it, I thought I would try. Since November I worked at creating a fair and open Town Hall, one where each side could go at it with a respected moderator. I worked really hard at identifying people who could do this fairly.

For moderator I first asked Gayla Patton, Editor of the St. Johns Review. Her paper on any issue strives to show all sides. She declined and referred me to ONI's Tom Griffen-Valade. With Tom, because of his position in ONI, I also told him about my SJNA problems. He also declined. Mike Verbout (Spirit of Portland Award) tentatively agreed to be the facilitator to the moderator.

Still, even when I was doing this on my own the SJNA was able to obstruct me. We were talking to the Red Sea Church about having a Town Hall there. They talked to SJNA who told them that there was "No need for further discussion on this subject."

We eventually had a Town Hall at Pattie's Homeplate on January 29, but it was too little too late and hardly the Grand non-partisan event I aspired for?

See Exhibit 3 and 4, Shows emails between Gayla Patton and Mike Verbout.

4) Since summer I had been trying to get a copy of the letter sent to Planning concerning the Bolouri Development. Also, a big selling point that SJNA was giving us about this development was that they were in affordable housing talks with Mr. Bolouri. I would run into SJNA representatives in stores and would inquire about this. I could never get an answer. I even asked at a SJNA general meeting for this information and didn't get an answer.

It wasn't until I wrote a letter and presented this to SJNA that I was able to see the letter and get an update on affordable housing.

I received the letter within a few days of this. On the affordable housing issue, I was told that Bolouri had ceased talks about this subject the **previous summer**.

See Exhibit 5, the letter presented.

Time and time again the SJNA has proven its bias in hearing all sides of the issue concerning the vacation of Ivy Island and the Lombard Slip Lane, giving the developer and his supporters ample time to present their side. The developer himself, at two separate meetings, was generously given as much time as he needed to present his view while any dissenting opinion at those meetings was stopped short. At a separate meeting in October, myself as the opposing side was given 10 minutes. **For these reasons, I think that the SJNA letter of support for this project should be removed from the official documents in the Planning packet and that their letter to the Portland City Council is also not legitimate.** The community is too divided on this, and SJNA has not acted appropriately to reflect the community's feelings on this. In good conscience SJNA cannot write a letter of support that reflects the entire St. Johns community.

John Teply

exhibit 1

187599

To Whom it May Concern,

In a recent meeting between SJNA as represented by Shamus Lynsky and Emilie Saks- Webb. John Teply and Shae Uisna representing the interests against the vacation of Ivy Island. Richard and Susan Tennant serving as John's witnesses. Tom Griffin Valade served as ONI's facilitator.

During the course of the meeting Shamus admitted the illegal use of an email vote. The email vote corresponded to the addition of a report given by SJNA to both the developer and Portland's Planning Commission. John was told by Tom Griffin Valade the removal of SJNA support letter to Portland Planning Commission was impossible and that once this evidence was a matter of public record it was impossible to redact or expunge, even though it had been added illegally. John was told that the illegal email could only be removed from SJNA's transmission to Bolouri Development but not to the evidence sent to Portland Planning Commission.

At this time John Teply would like to lodge a complaint against the admission of SJNA's support letter as it was not given properly but transmitted by email illegally by Shamus Lynsky's own admission. We ask that this illegally transmitted letter be removed as it serves to prejudice the outcome in favor of the Vacation of Ivy Island.

SJNA has continually blocked John's right to add testimony into record by a series of improper applications of Robert's Rules of Order. That this serves to subtract from the body of evidence due Portland Planning Commission for consideration was and continues to be improper. While SJNA blocked citizen input they also violated ONI's rules for the illegal electronic vote thus adding prejudicial information to the body of illegally transmitted data while illegally discouraging content that runs contrary to its own view.

Just as a local government errs by refusing to accept relevant evidence, a local government errs if it accepts relevant evidence that is submitted in accordance with local law and then fails to provide that relevant evidence to the local decision maker. *Montgomery v. City of Dunes City*, 60 Or LUBA 274 (2010) 27.3.1 LUBA Procedures/Rules

The OAR 661-0100026(2) Authorization for precautionary record objections was adopted to encourage collaborative resolution of record problems which can eliminate the possibility that LUBA will erroneously resolve complicated record objections or resolve them in a way that will have unintended consequences or complicates resolution of an appeal on the merits. *Hoffman v. Deschutes County* 60 Or LUBA 451 (2009 27.3.1 LUBA Procedures/Rules

Where a local government land use code requires that "testimony and evidence" that is transmitted to city planning staff must be included in the record even if that testimony and evidence was never placed before the ultimate city decision maker, email messages that were sent to planning staff need not be included in the record where the objecting party does not establish that the disputed email messages constitute "testimony and evidence." *Montgomery v. City of Dunes City* 59 OR LUBA 519 27.3.1 LUBA Procedures/Rules.

We therefore request that SJNA's filled paper in support of the vacation of Ivy Island be redacted and rejected by Portland Planning Commission as having been improper due to ONI's interpretation of SJNA's failure in following correct procedure in their electronic and email vote.

Richard Tennant ufoten@yahoo.com 503.289.8480

To Whom it may Concern,

Time and time again, supporters of the proposed vacation at the corner of N. Richmond and Lombard use the St Johns Lombard Plan (SJLP) as justification for the removal of Ivy Island and the Lombard Slip Lane, but this is NOT what the SJLP advises. The SJLP proposed **filling in the Slip Lane and shifting Ivy Island north to create a protected pedestrian walkway and greenspace**. It was NOT advising that we raze Ivy Island and build a four-story, 106 unit, mixed use retail/living space there in its place. In fact, as Gerry Howard, one of the authors of the SJLP has said, "This development is what the SJLP was trying to prevent."

At the SJNA Meeting of 1/11/16 community members and supporters of the group known as "Save Ivy Island" tried to present their dissenting view to community members regarding this proposed vacation of Ivy Island and the Lombard Slip Lane.

As has been consistent with SJNA on the subject of this vacation and the Bolouri Development, the Board actively diminished and silenced our attempt to voice our point of view.

At the meeting of 1/11/16, Save Ivy Island presented SJNA with a petition of 600 signatures asking them to write a letter to the Portland City Council NOT to vacate Ivy Island and the Lombard Slip Lane, our Gateway into St Johns. John Teply made a formal proposal to the SJNA Board requesting them to write a letter **supporting non-vacation** as spelled out in the petition. The proposal was seconded and we moved forward. The first to speak was board member Jennifer Levy who said, "What if I got 500 signatures on something, that doesn't mean anything!" To which Mr. Teply started to reply, but was interrupted by Mr. Lynsky, who called for order as per the tenants of "Robert's Rules."

At this point there were many people who wanted to speak, and Mr. Lynsky chose to acknowledge board member, Scott Bricker. Mr. Bricker had ample time to explain why Ivy Island and the Slip Lane should be destroyed; he directed his comments at Mr. Teply. Mr. Teply tried to respond to Scott, but was interrupted in the name of following Robert's Rules. Next a woman from the audience was recognized and spoke about the dangers of the present configuration of the N. Charleston intersection.

Supporters of Save Ivy Island all had their hands raised to speak, but none of us were called upon. I wanted to respond to Ms. Levy, Mr. Bricker and the last woman mentioned. At this time, Mr. Lynsky called on another board member, a man in the back, who talked about the complexity of the Lombard Plan and at that point, **called for an immediate vote on the resolution without further community input or discussion**. We lost the vote.

Time and time again the SJNA has proven its bias against hearing all sides of the issue concerning the vacation of Ivy Island and the Lombard Slip Lane. Mr Lynsky should have recused himself months ago as moderator of this issue given his inability to be impartial and allow both sides fair time to present their arguments.

The SJNA has given the developer and his supporters ample time to present their side, including private meetings before Mr. Bolouri came to the SJNA general meeting. The developer himself, at two separate meetings, was given as much time as he needed to present his view while any dissenting opinion was silenced. At a separate meeting in October, our opposing side was given 10 minutes to talk on the subject and then our allotted 5-minutes of Q & A was extended to 15 minutes, but the SJNA structured the remainder of the meeting to discount what had just been presented. Their point of view was, "It's a done deal."

We have done our due diligence in trying to have a civil conversation with the SJNA about an issue that affects our entire community and is poised to forever change the face of our Gateway into St Johns.

For these reasons, we think that the SJNA letter of support for this project should be removed from the official documents in the Planning packet and that their letter to the Portland City Council should be thrown out.

The community is too divided on this, and SJNA has not acted appropriately to reflect the community's desires. In good conscience, SJNA cannot write a letter of support that reflects the entire St. Johns community. We believe we are within our rights to request that we revisit the 2004 SJLP and review the issues at hand before we make such an important decision.

Thank you,

Shae Uisna

-----Original Message-----

From: John Teply [<mailto:bigfish@ateliergallery.com>]
Sent: Friday, November 13, 2015 10:37 PM
To: Mike verbout <mikeverbout@cheerful.com>
Subject: Re: Eastern St. Johns Gateway and Ivy Island

Hi Mike,

It was good to run into you at Freddy's. There's a project that I'm hoping to interest you in.

What myself and Shae Uisna are working at is organizing a Town Hall Meeting on the subject of our eastern Gateway into St. Johns and the fate of Ivy Island, and what the Bolouri development means in that regard. At this time there has been no real public discussion about it. It's been a small number of people who are advocating for it. In regard to the decisions made by St. Johns Main Street (SJMS) and the St. Johns Neighborhood Association (SJNA), they have been done without a public discussion. This is what will be presented to the City Council. This Development as currently planned, must have the City Council's approval since they'll need to vacate public property in favor of Bolouri for it to happen. Only the City Council can vacate public property. The Council meeting, yet to be scheduled, will be in Jan./Feb. At this juncture, people, for example City Planning, SJMS, SJNA can say what they want to happen, but they don't have the authority to give away public land. Only the City Council can do that and that's when our community has a chance to be heard.

My frustration with this issue, is the active support of the SJNA and SJMS to see this Development through, as proposed. I think that something that changes the face of St. Johns so dramatically should have more of a community consensus and that consensus should be reflected in the response given by SJNA and SJMS to the City Council. The fact of it is, most in our community still don't know what's coming. This is something Shae and I tested some weeks back, and it's something you can easily try. Knock on ten doors in St. Johns and ask "Do you know about the development at Richmond and Lombard?" Five will know nothing about it. Four will know something's coming but will lack important details. One out of ten will have an informed opinion. This is too radical a transformation of St Johns to be treated as if it's the "same as any other development." It changes too much and I'm disappointed that the SJNA and SJMS didn't take the lead on this. I wish they would have scheduled a Town Hall last summer.

I'm not saying every development needs this kind of discussion and consensus - they don't. When the Baowry property on Ivanhoe is developed, this will not have the same impact on our community that the Bolouri Development will have. I'm OK with the Baowry Development not having the community discussion that the Bolouri Development deserves. What's done with the Baowry property won't change the face of our community forever. If those bulldozers climb Ivy Island there's going to be a lot of surprised, shocked and angry people who just didn't see it coming.

My question for you is would you consider being the Facilitator for the Town Hall Meeting? Your job would be opening and concluding remarks, and making sure we have order. I am

planning on asking Gayla Patton of the Review to be the Moderator. I've yet to talk to Gayla, I thought I would wait to hear what you said before I talked to her. I'm hoping that I can get a yes from both of you. Because of the charged nature of the issue, it will take people who all sides respect, who will be fair. This is why I'm hoping you'll say yes.

The format we are looking at is to have two teams of three people, pro and con. Each side gets an introductory 10 minutes to present their position. Afterwards Gayla will ask 4 questions. After that, the audience will ask 8 questions. Gayla will determine who from the audience gets to ask a question. Each question has a two minute response, after the first response the opposing view will have a chance to give their two minute response. First response will alternate between the two teams. The event is scheduled for 90 minutes.

We're scheduling it for Sunday, December 13 at 4pm. I know, I know, this is a terrible day with the Christmas season. But we ran out of time and the City Council Meeting is upon us. It's the best we could do.

We've started a community letter asking for this Town Hall that's been signed by Kenn at Peninsula Station, Kat and James at Tulip Bakery, Serge at Tre-Bone, Laura at Vinyl Resting Place, and Gary Boehm. and others.

looking forward to your response,

cheers,

John

On 11/14/2015 9:59 AM, Mike verbout wrote:

I did receive it John I am giving it serious thought John

If you have not talked with Gayla, I would do so

Where will the town hall be held?

I have a prior commitment on that day in that time slot but may have some flexibility

I have penciled it in on my calendar

Mike

-----Original Message-----

From: John Teply [<mailto:bigfish@ateliergallery.com>]

Sent: Friday, November 13, 2015 10:37 PM

To: Mike verbout <mikeverbout@cheerful.com>

Subject: Re: Eastern St. Johns Gateway and Ivy Island

187599

Hi Mike,

Thanks for the response.

We are currently talking to the folks at the Red Sea about using their venue. Let me know if the 4pm time is a "make or break" detail, if it is we'll try to work with you on that. I will start a conversation with Gayla about being the moderator. Unless you object, I will tell her that you are considering facilitating the event.

thanks,

John

From: John Teply [mailto:bigfish@ateliergallery.com]
Sent: Friday, November 13, 2015 10:37 PM
To: Mike verbout <mikeverbout@cheerful.com>
Subject: Re: Eastern St. Johns Gateway and Ivy Island

Hi Mike,

Good day!

I sent you an email the other day. I just wanted to make sure you got it. Hopefully not hearing from you means you're thinking about it...

my best,

.
John

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

exhibit 4

187599

Subject: Re: Town Hall Meeting concerning our Eastern Gateway
From: "reviewnewspaper@gmail.com" <reviewnewspaper@gmail.com>
Date: 11/16/2015 9:54 AM
To: bigfish@ateliergallery.com

John,

I'm very flattered that you think I would be able to handle this important role, but I'm not confident that I am. There's a lot to it, to make this a balanced and informative event and while I do well with paper and pen, my verbal abilities, I feel, are lacking. I will think about, who I think would do well with this in the mean time. Also, my granddaughter is performing with her dance company on that day and I will be at it cheering her on.

Consider calling Tom Griffin-Valade at the North Portland Neighborhood Services office and ask him if he could do it, or knows someone to serve in the moderator position. He has great experience at this type of event. 823-4524, I think the number is.

Thanks again, John.

On Nov 16, 2015, at 8:30 AM, John Teply <bigfish@ateliergallery.com> wrote:

Hi Gayla,

I hope you are well.

Concerning the Eastern Gateway/Ivy Island issue, a portion of our community would like to hear a proper discussion about it before the meeting and vote with City Council in Jan/Feb. A Town Hall Meeting is proposed. A community letter asking for this Town Hall Meeting has been signed by Kenn at Peninsula Station, Kat and James at Tulip Bakery, Serge at Tre-Bone, Laura at Vinyl Resting Place, Nena at St. Johns Booksellers, Patti at Patti's Home Plate and Gary Boehm and others. It's a popular idea with support beyond these few names.

My question for you is would you consider being the Moderator for the Town Hall Meeting? Because of the charged nature of the issue, it will take a person who all sides respect, who we know will be fair. Also it's customary that local media have a central role in these events. This is why we're hoping you will say yes.

The format we are looking at is to have two teams of three people, pro and con. Each side gets an introductory ten minutes to present their position. Afterwards you, as Moderator, will ask four questions. After that, the audience will ask eight questions. You, as Moderator, will determine who from the audience gets to ask a question. Each question has a two minute response, after the first response the opposing view will have a chance to give their two minute response. First response will alternate between the two teams. The event is scheduled for 90 minutes.

We have asked Mike Verbout to be the Facilitator, and introduce the event. He hasn't made up his mind, but he is considering it. Mike's job would be opening and concluding remarks, and making sure we have order. We are talking to the folks at the Red Sea for our venue.

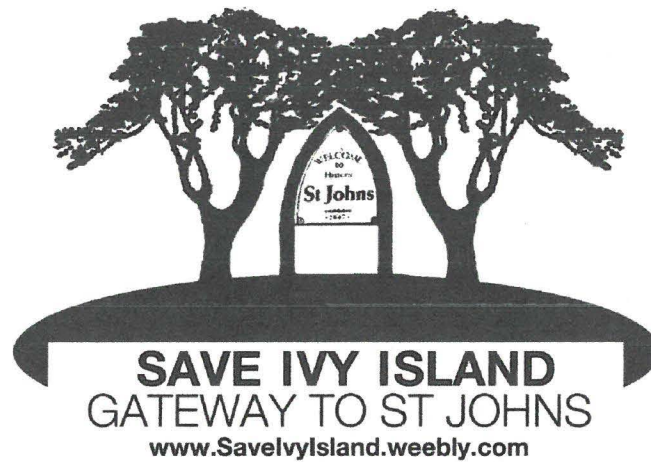
We're scheduling it for Sunday, December 13 at 4pm. I know, I know, this is a terrible day with the Christmas season. But we ran out of time and the City Council Meeting is upon us. It's the best we could do.

If you would like, Shae and I would be happy to meet with you. I could also send you the letter referred to in the opening paragraph. I also have a petition of 400 St. Johnians who are dissatisfied with the development and feel disenfranchised from the official community response.

Looking forward to your reply,

cheers,

John



December 14, 2015

To The St Johns Neighborhood Association:

Dear Friends,

We would like to have a copy of the Letter of Support you sent to the Planning and Sustainability Commission.

We would also like to be kept informed of your Affordable Housing negotiations with Farid Bolouri. A weekly update would be appreciated.

Thank-you,

Your neighbor,

John Teply
Director
Save Ivy Island
6625 N. Seneca Street
Portland OR 97203
info@ateliergallery.com

187599

From Oswego, 2 blocks from the Richmond/Lombard intersection. The circular sign in the center is signal pizzaz; one block west of the Richmond/Lombard intersection, unique, traditional, iconic to St. Johns.



187599

with the Union at St Johns There is no visual
entry into our business district. A visual, psychological
and physical barrier into the business district.
It is not distinctive to St. Johns.



Betsy Valle
2/10/10
187599

Ivy Island is a special green space for the people of St Johns.

It is named for the ground cover of English Iv that covered it before University of Portland students and local citizens re-landscaped it with native grass fobs, Oregon Grape and other native plants, but no ivy! Most importantly there are nine mature trees. Not native trees but ~~Honey~~ ^{Black} Locus with their frilly leaves that allows the sun to easily filter through. The leaves fall to the island and decompose causing no clean up problems. The island is slightly hilled- not flat. Approaching from the south and looking left, is a view of the St Johns bridge over the roof of Safeway. On your right is a clear view into the heart of downtown St Johns.

The Island host one of three 45' Welcome to St Johns Gateway signs. They tell us about school fundraisers, church suppers, new businesses opening. It is easy to read, being at an angle to both left and right lanes.

People need nature because it helps to heal the stress of the urban hardscape. A couple blocks from Ivy Island at James John Elementary school, parents, kids, businesses and local citizens worked hard to dig up large sections of the blacktopped playground under the guidance of Depave (which the city supports), and plant ^{new} native trees and bushes. I worked for Friends of Baltimore Woods for 6 years and saw hundreds of volunteers in that corridor remove non-native plants and replant and care for native ones, with the guidance of SOLVE (also supported by the city). On Ivy Island we already have a small slice of nature.

I believe people of St Johns will think it a poor trade to transfer public land to a private developer when they see a 4 story condominium in place of the island in exchanged for a set of stop lights. There is talk of building a plaza, but ^{plazas} ~~they~~ are concrete and we have 2 already. I have faith that PBOT can be calm traffic in that 2 block area when I see how Linton, across the river, went from 50-60 mph traffic to 35 mph without stop lights.

As St Johns becomes more vertically developed, the value of this small piece of ^{open} green space will only increase. It gives us pride in the place where we live and reminds us of the mysteries of nature.

187599

Kelly Tadlock
10135 N Mohawk Ave P+Ld, OR
97203

Dear Mayor and Commissioners,

Here are the issues in a nutshell.

The strongest pro-Bolouri Development, vacate Ivy Island position is the safety issue at Charleston. From this point of view, the only way to solve the safety issue is to remove the Lombard slip lane and square the corner with a traffic light. PBOT will not pay to do this. To have a Developer do this in trade in order to build on Ivy Island is a bonus. The City will privatize public property in this scenario. According to PBOT there have been 7 accidents at this corner (2004 - 2013), pro-vacate Ivy Islanders say that this number of accidents is excessive and creates an urgency that only the Bolouri Development will remedy. The SJ Lombard Plan is the authority for this traffic reconfiguration. The safety issue of the Richmond/Lombard horizontal blind curve, by the storage facilities, is irrelevant.

Save Ivy Island will argue that it's a safety issue at Charleston, not an issue of the Slip Lane. As a safety issue we can break it down into components 1) blind curve 2) vehicle speed 3) walkability 4) pedestrian crossing. We can then work on and make each component safer. When talking about safety, the conversation usually begins with the blind curve. Save Ivy Island would work with the Developer to improve the sightline, make the blind curve a sighted curve by moving it back six feet. Curb extensions are already planned which adds another 3-4 feet visibility. The PBOT Safety Audit of 2011 had many LOW COST solutions that WEREN'T IMPLEMENTED, such as improved signage, better painted direction on the asphalt and narrowing the Slip lane to calm traffic. The 2011 Audit said that if the Slip Lane was removed, that traffic would back up and spill out into the residential areas. With increased traffic the dangers of the Richmond/Lombard horizontal blind curve are made worse. We would trade a safer Charleston corner for a more dangerous Richmond corner. The Richmond/Lombard corner, certainly could use a study before our community commits to it.

Save Ivy Island believes that there are many avenues to making the Slip lane safer. Currently we sponsored an art event on the Island "Slow it Down!" That is why you see children, polar bears, gorillas, and squirrels on Ivy Island. A crosswalk at the top of the island, flashing lights, speed enforcement all would help with safety. The Bolouri Development destroys our Gateway, and our Gateway should be of vital importance when making this decision. We also argue that this is not the Lombard Plan, or as we like to say, it's the "fake Lombard Plan," and that Public Land should remain public.

The Vision Zero Crash Map (2004 to 2013) show that our most dangerous intersections (in descending order) are at Philadelphia (38), Ida (27), St Louis(15), Baltimore (at Ivanhoe, 12 with one death), Oswego (9), Buchanan (8), and Richmond(8).

The Charleston (7) corner is not inordinately unsafe. According to the Crash Map it is as safe as, Chicago (7), Baltimore (at Lombard,7), Leavitt (6), and Tyler(6).

Submitted by
Betsy Valle
2/10/16
187599



Ivy Island

St. Johns

02.10.16

Front

187599

201-21



Ivy Island

St. Johns

02.10.16

BACK




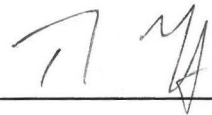

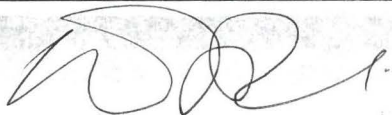
187588

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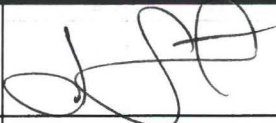

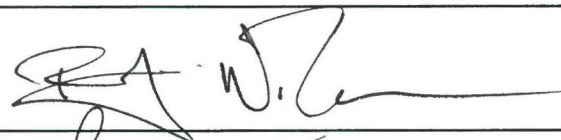
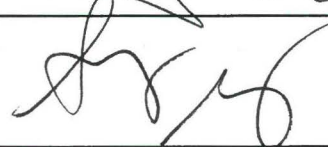

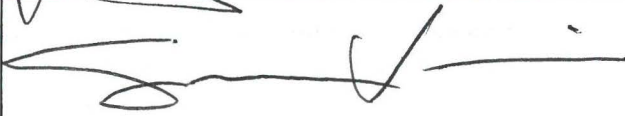

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Printed Name	Signature	Street Address & Contact Information
Jesse Resch		8451 NW Wurster St PDX 97211
Bryce Nelson		3306 N. Saratoga ² Portland 97217
LESLIE SMITH		8521 N. Edison Ave Portland 97203
Brooks Gaston		538 N. Dinwiddie Portland 97217
David Chamberlain		8611 N. Decatur Portland, OR 97203
Matt Rutherford		9006 N. Richmond Portland OR 97207
		Submitted by Babs Adamski 2/10/16

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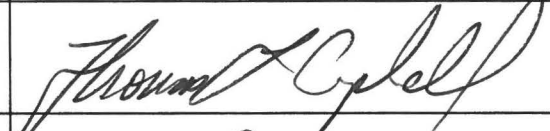

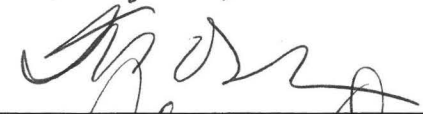


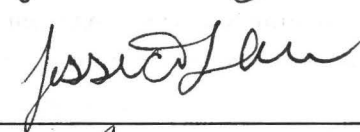

Printed Name	Signature	Street Address & Contact Information
LISA SZOT		8527 N. CHURCH AVE LITTLE ROCK, AR 7152
J. NELSON		4335 N. John, Ave DDX-97203
Beigittlae Kues.		503-830-3601
RYAN WILSON		9225 N CHARLESTON AVE PORTLAND OR 97203
Amy Moy		9945 N. Smith St Portland, OR 97203
MICHAEL MOY		9945 N SMITH ST Portland, OR 97203
SPENCER VERIS		7227 N PHILADELPHIA AVE, PORTLAND, OR
Tamara Young		7227 N Philadelphia St Portland OR

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Printed Name	Signature	Street Address & Contact Information
Samantha Campbell		7916 N. GLOUCESTER AVE PDX OR 97203
Thomas L Campbell		7916 N. GLOUCESTER AVE PORTLAND OR 97203
Kathryn Francis		9403 N Charleston Ave. PDX 97203
Julie Ocken		8633 N Crawford St Portland OR 97203
Rachel Neves		7307 N Tyler ave Portland OR 97203
Jordan Burns		7020 N Tyler ave Pdx OR 97203
Jessica Hanover		7570 N. Burlington PDX 97203
John Lombard		8529 N Richmond Ave Portland, OR 97203

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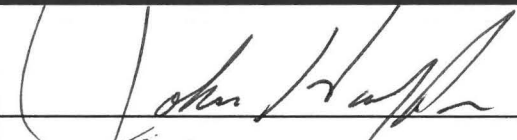

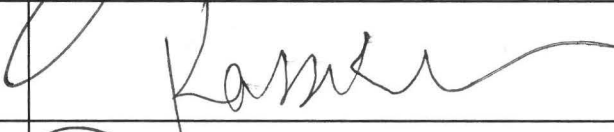
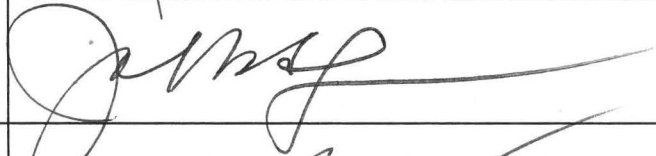
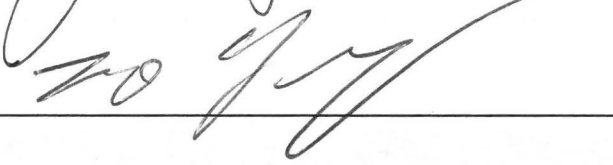
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Printed Name	Signature	Street Address & Contact Information
John Harkrider		8117 N. Edison St St. Johns
CHAD EUWER		8423 N. LEONARD ST PORTLAND, OR 97203
KASSI EUWER		8423 N. Leonard St Portland OR 97203
Joseph McAfee		8015 N. Lombard St. #11
Zero Feeney		2120 N. Charleston

187599

187599






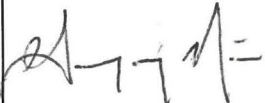
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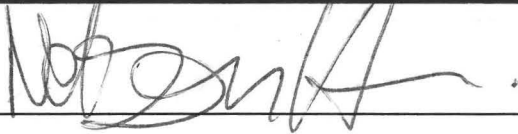
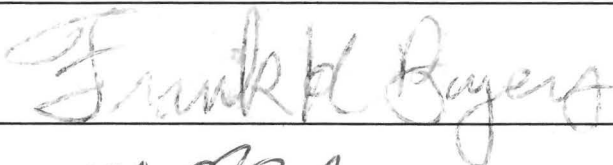

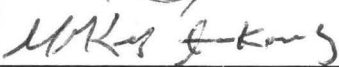
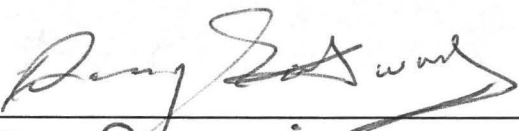
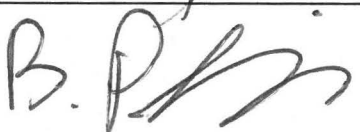

Printed Name	Signature	Street Address & Contact Information
Kerri Mashel		7830 N. Berkeley Ave. Portland OR 97203
ERIC MASKWZ		7830 N. Berkeley Ave, PDX OR 97203
Celeste Martin		8557 N. Polk Ave. PORTLAND OR 97203
AINE MINES		8549 N. Polk Ave. Portland, OR 97203
Elizabeth Wintczak		13945 SE. Schroeder Ave. Milwaukie, OR 97267
GREGORY MINES		8549 N Polk Ave Portland, OR 97203

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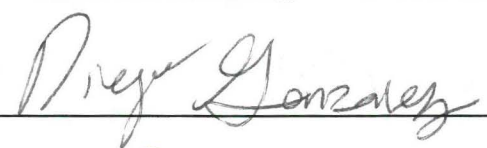

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Printed Name	Signature	Street Address & Contact Information
Nelson Lockwood		6910 N. CATLEEN AVE
Frank H Byers		5003 N HUDSON doghead503@gmail.com
FRANK H BYERS		
TEAL BAILEY		6321 N. BARDON ST 97203
MIKEY TARKENT		FESSENDEN AND COLUMBE WAY
Benny Eastwood		9230 N. Fess St. Lewis
Brieanna Phillips		6216 NE 17TH AVE POX, OR 97211
SKYLAR SUMNER		6216 NE 17th Ave

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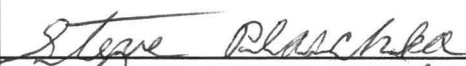



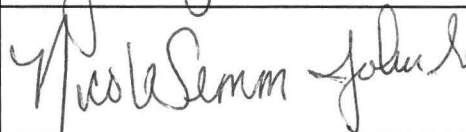
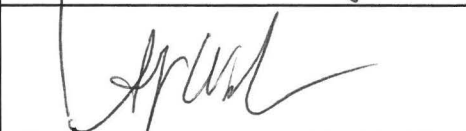
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Printed Name	Signature	Street Address & Contact Information
ELAN MAY RINCK		9000 N. Ivanhoe St Apt 313, 97203
Paul Rinck		9000 N. Ivanhoe St 97203
Diego Gonzalez		7033 N. Columbia Way
Ryan Stene		1706 N. Terry St

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Printed Name	Signature	Street Address & Contact Information
STEVE PLASCHKA		8326 N - Dickens -
DON WESTON		17657 NW Daywood CT Beaverton OR 97006
NICOLE SEMM		2859 SE Malcolm St Milwaukie 97222
Johnny Semm		2048 SE 53 Ave Hillsboro OR 97123
Shooters Service Center		8242 N Lombard Portland OR
Aaron Wood		8242 N LOMBARD PORTLAND, OR 97203
		9242 N. Lombard Portland, OR 97203

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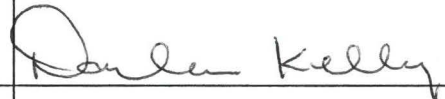

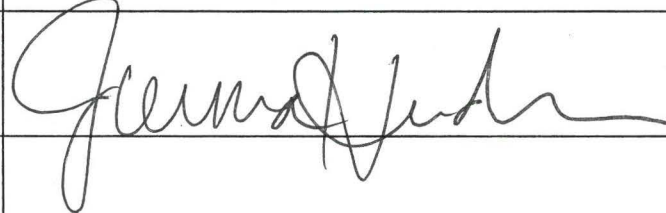
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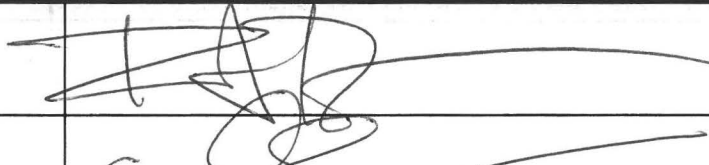
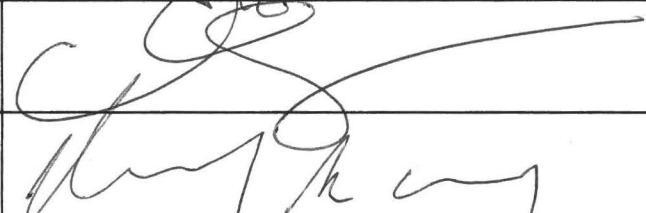
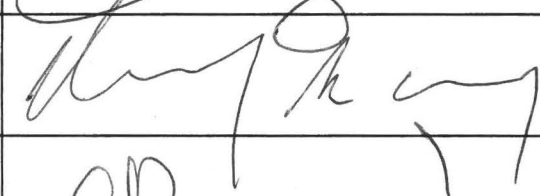
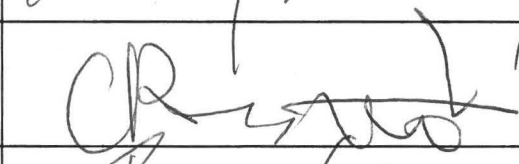
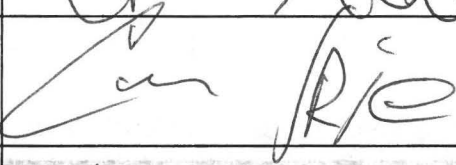


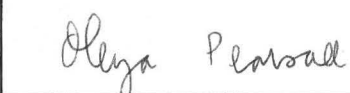
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Printed Name	Signature	Street Address & Contact Information
GINA LORUBBIO		5008 N COMMERCIAL AVE, PDX 97217 G.LORUBBIO@GMAIL.COM
Darlene Kelley		9316 N Macrum Ave Portland, OR 97203
MARK FREEMAN		9342 N. ALLEGHENY AVE. PORTLAND, OR 97203
Jenna Hudson		8152 N. Druid Ave. Portland, OR 97203

To the City Council of Portland, Oregon:

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Printed Name	Signature	Street Address & Contact Information
BART BLASENGAME		8044 N. JERSEY/POX, 97203 ARKBART@GMAIL.COM
Marli Blasengame		8044 N. Jersey 97203 Mariblasengame@gmail.com
MIKE WEARY		8045 N. LOMBARD WAY, 97203 UJIIID@ROCKETMAIL.COM
Cristina Restad		8046 N Syracuse Cristina.restad@gmail.com
CURTIS IRIE		9236 N. SEVECA ST. CURTISIRIE@GMAIL.COM
Michael Carothers		7536 N. Smith 97203
TATEUM PLANT		9314 N KELLOGG ST. 97203 gplant@gmail.com
Oleya Pearsall		9314 N Kellogg st. 97203 greenalga@gmail.com

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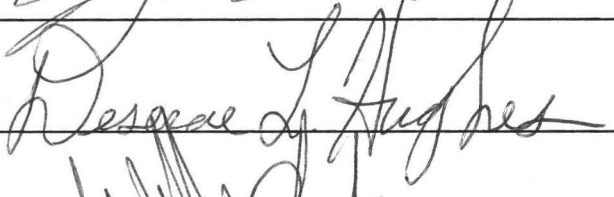

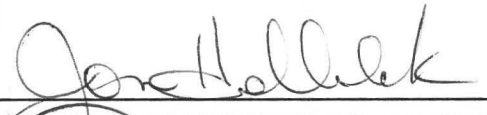
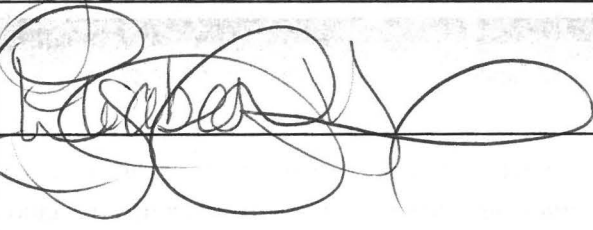
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Printed Name	Signature	Street Address & Contact Information
Jonathan Beach		9423 N. Exeter Ave. Portland, OR 97203 (801) 618-8347
DESERAEE HUGHES		9414 N EDISON ST. PORTLAND, OR 97203
Sweet Willie Lawson		3233 N. Syracuse Portland, OR
Chrystal Fortugno	C. Fortugno	8046 N. Syracuse St Portland, OR 97203
Jon Hollenbeak		9228 N. Charleston Ave. Portland, OR 97203
Elizabeth Hollenbeak		9228 N. Charleston Ave Portland, OR 97203

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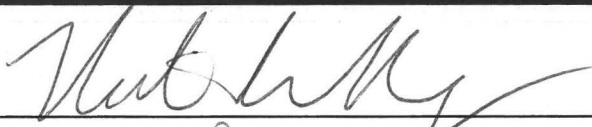


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Printed Name	Signature	Street Address & Contact Information
Natalie Schraner Hayes		8341 N. Seneca St PDX, OR 97239
Kala Schraner Hayes		8341 N. Seneca St PDX, OR 97232
NATHAN HERSEY		9242 N. Kerue St PORTLAND OR 97203

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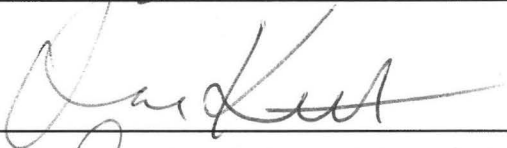
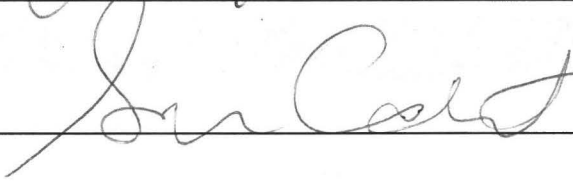
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Printed Name	Signature	Street Address & Contact Information
Michelle Hall		8572 N Oswego Ave Portland OR 97203
Care Hall		8572 N OSWEGO AVE. PDX, OR 97203
Meagan Johnson		9416 N. Mohawk Ave. PDX, OR 97203
Bryan Jacobs		9340 N. Richmond Ave. Portland, OR 97203
Don Keith		8553 N Trogg PDX 97203
Susan Calvert		7816 N Kellogg St Port. Ore 97203

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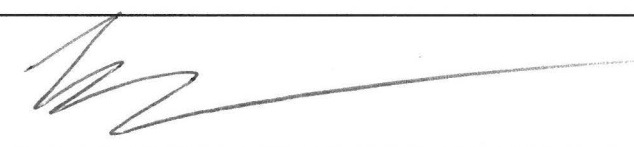
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Printed Name	Signature	Street Address & Contact Information
NICOLE BLANCHETTE	Nicole Blanchette	9938 N. Leonard Portland, OR 97203
TRAVIS BLANCHETTE		SAME ↑
FLETCHER TRIPPE	Fletcher Trippe	7351 W. MAURUM POX, OR. 97203
Brandy Benisti	Brandy Benisti	8413 N. Hartman St PO. OR 97203
Mike Grill	M. Grill	7323 W. Monmouth Portland, OR 97203
Mike Bauer	M B	9305 N. Tioga Ave Portland, OR 97203
KUMAR SICHAR	Kumar Sichar	6975 N VILLARD AVE POX OR 97212
Kathryn Boyea		3916 NE 14th Ave POX 97212

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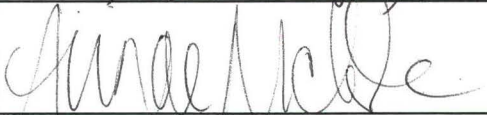
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Printed Name	Signature	Street Address & Contact Information
PETER NAGELVOORT	P Nagelvoort	7734 N. Central 97203
Minka Wallace	Minka Wallace	1909 N Skidmore 97217
Emilie Saks Webb	Emilie Saks Webb	7534 N Ivanhoe street
Justin Sundling	Justin Sundling	9737 N Lombard st.
John Beek	John Beek	5235 NE Mallory 97211
Kate Wille	Kate Wille	7406 N Ivanhoe POX 97203
Ben Wille	Ben Wille	7406 N. Ivanhoe 97203
Barbara A. Adamski	Barbara A. Adamski	7734 N. Central

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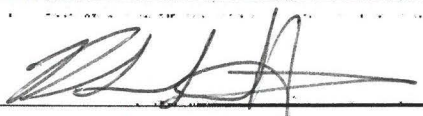
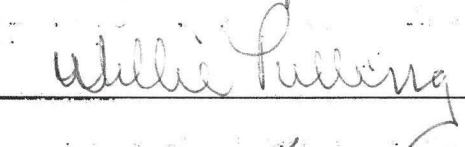

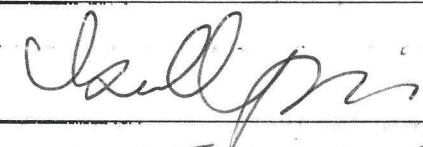
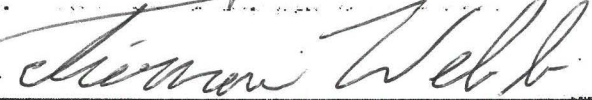
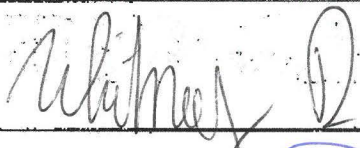
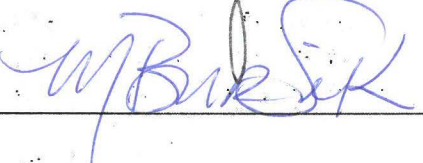
Printed Name	Signature	Street Address & Contact Information
Brad Glen		9416 N Tyler Avenue Portland, Oregon 97203
Annae Michelson		9416 N. Tyler Ave. Portland OR 97203
Jeffrey A. Bissonnette		9217 N. Williams Blvd Portland, OR 97203

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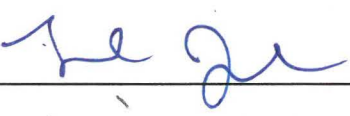
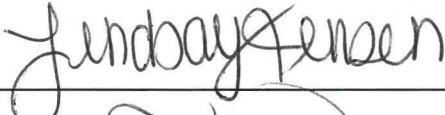

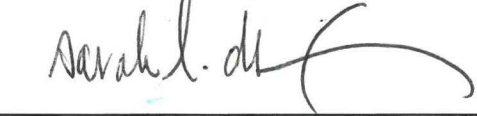
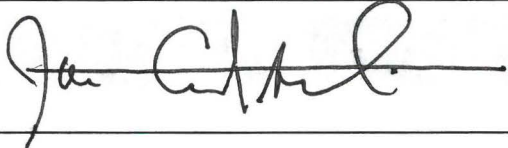

Printed Name	Signature	Street Address & Contact Information
Robert B Hamm		9111 N. Mohawk Ave. PDX 97203 (503) 334-8262 Portland, OR
Willie Pulling		41720 N. Trenton 97203
Jeremy Tesenden		8208 N. Edison 97203
Isabella Magnini		5880 NE Sandycrest Terrace Portland, OR 97213
Tieman Webb		↓ ↓
Whitney Diedrich		Soon to be St. Johns
Meghan Bursiek		7435 N. Mohawk Ave Portland, OR 97203

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Printed Name	Signature	Street Address & Contact Information
RYAN DEIBERT		7434 N ALMA AVE ^{rdelbert@comcast.net}
Lovelei Juntunen		7134 N Alma ^{ljuntunen@comcast.net}
Lindsay Jensen		8250 N Lombard ^{lindsayjensen@yahoo.com}
Clinton Dorse		8540 N Charleston Ave ^{clinton.dorse@gmail.com}
Sarah Dorse		8540 N. Charleston Ave
JOE ADAMSKI Duplicate		7430 N. BORE AVE
CHRISTINE STEWART		10001 N Willamette Blvd
Oasis Clifton	Oasis Clifton	Mohawk St.

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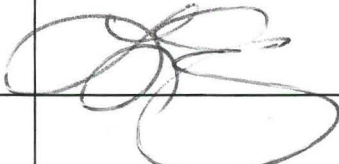
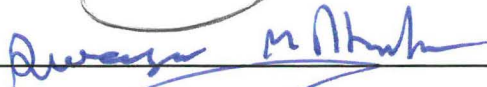
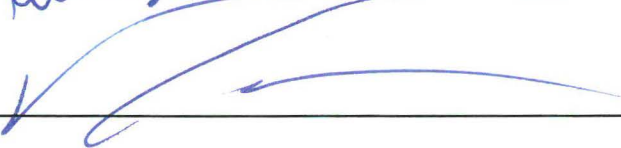

Printed Name	Signature	Street Address & Contact Information
Laura Villafuerte	Laura Villafuerte	8951 N Fortune Ave,
Kanesha Jackson	Kanesha Jackson	9849 N Lombard
Tatianne Jackson	Tatianne Jackson	lenmaisha58@yahoo
Walton Paul		7536 N St Johns
Charles Morley	Charles Morley	8533 N. Bristol Ave. Portland OR 97203
Keola Morley	Keola Morley	8533 N. Bristol Ave Portland, OR 97203
Tracy Weber	Tracy Weber	8208 N. Edison St. #3 Portland, OR 97203
Jamie Brito	Jamie Brito	8534 N. Central Portland OR 97203

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Printed Name	Signature	Street Address & Contact Information
Lisa Frenyi		9515 N. Oswego Ave. Portland, 97203
Dwayne Hankins		5275 N Yale 97203
Valerie D Bryant		5275 N Yale St 97203
Matt Stein		8531 N Edison St 97203

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Printed Name	Signature	Street Address & Contact Information
Carrie Donnellan		8567 N Buchanan Ave Carrieantree@hotmail.com
Ross Turkus		8567 N. BUCHANAN AVE rossturkus@gmail.com
Quin Sweetman		7136 N. Kellogg St Portland, OR 97203
JAMES MOORE		8933 N SW 43rd
Posy Quarterman		9006 N Richmond Ave PORTLAND, OR 97203
James Lynsky		9333 N Kellogg Portland OR 97203
Mike Munter		9020 N. Tyler Av Portland, OR 97203
Austin Johnston		9910 NE 6th DR. 97211 Portland OR.

works in st. john's !!

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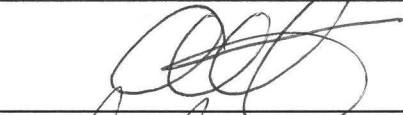



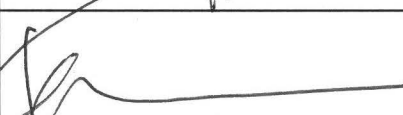
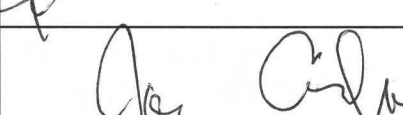
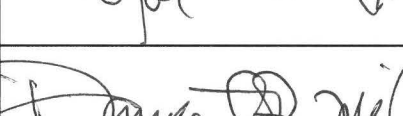

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Printed Name	Signature	Street Address & Contact Information
Amelia Frey		6812 N. Catlin, Portland 97203
Joshua Leslie		6812 N. Catlin, Portland 97203
Sarah Moser		5235 NE Mallory Ave 97211
BARBARA KNAPP		7734 N. CENTRAL Portland 97203
Karen Lewotsky		3445 NE 8th Ave 97220
Joe A. ADAMSIC		7430 N BURR 97203
Daniel R. Miller		105 NE Beech St. 97212
JENNIFER Levy		8340 N. Fox St. 97203

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Printed Name	Signature	Street Address & Contact Information
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[illegible]

Moore-Love, Karla

From: Nebel, Erika
Sent: Tuesday, February 09, 2016 11:04 AM
To: Council Clerk – Testimony
Subject: FW: Letter of Support of the Street Vacation at N Lombard & N Richmond from St Johns Neighborhood Association
Attachments: SJNALetterToCityCouncilREUnionAtStJohns2016.pdf

Erika Namioka Nebel
 Policy Advisor & West Portland Liaison
 Office of Commissioner Steve Novick
 1221 SW 4th Ave., Suite 210
 Portland, Oregon 97204
 503-823-3114
www.portlandoregon.gov/novick

From: Shamus Lynsky [<mailto:shamus.lynsky@gmail.com>]
Sent: Monday, February 08, 2016 4:59 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>
Subject: Letter of Support of the Street Vacation at N Lombard & N Richmond from St Johns Neighborhood Association

Mayor Hales and Commissioners Fish, Fritz, Novick, and Saltzman:

Attached you will find a letter of support from the St. Johns Neighborhood Association (SJNA) for the Portland Bureau of Transportation's proposed street vacation of the traffic island at the intersection of N Lombard and N Richmond. We encourage you to vote in favor of the proposed street vacation at the city council hearing on Wednesday February 10th.

Thank you for your consideration,

--

Shamus Lynsky
 Vice-chair, St Johns Neighborhood Association
 c. 503-314-3336



Mayor Hales and Commissioners Fish, Fritz, Novick, and Saltzman:

The St. Johns Neighborhood Association (SJNA) is writing in support of the Portland Bureau of Transportation's proposed street vacation of the traffic island at the intersection of N Lombard and N Richmond in the St. Johns neighborhood of Portland (RWA #7942).

Over a decade ago, the neighbors of St. Johns worked with the (then) Portland Planning Commission and Bureau of Transportation to create the St. Johns Lombard Plan. The goal of that plan was to create a more vibrant, pedestrian-friendly town center in St. Johns. To that end, the Plan recommends (pg 36, St. Johns Lombard Plan) that the "slip lane" at N Richmond and N Lombard be eliminated, squaring up that intersection and making that entire stretch of Lombard safer for pedestrians. This is particularly important, as the James John Elementary School is located at N Lombard and N Charleston.

There has been a deep history of public outreach associated with the reconfiguration of the intersection of N Lombard and N Richmond. The original St. Johns Lombard Plan process involved many public meetings and reflects hours of hard work from neighbors who served on that advisory committee. There have also been at least four public SJNA general meetings, with attendance ranging from ~35 to ~90 people at each, at which the current development was discussed in detail. The community members in attendance showed overwhelming support for the proposed intersection improvements. In fact, as recently as January 11th, 2016, a group of neighbors who vocally oppose the street vacation were only able to garner four votes for their motion to officially oppose the vacation.

The current proposal to vacate "Ivy Island" to fix the intersection of N Lombard and N Richmond is good policy for several reasons:

- These are safety improvements that the community asked for;
- The developers of the Union at St Johns will pay for the safety improvements;
- The safety improvements are consistent with the city's "Vision Zero" priorities;
- The developer will create - and maintain! - two public plazas to the south and the east of the development, which will create an attractive gateway to our downtown.

For these reasons, the SJNA asks the Portland City Council to support the Portland Bureau of Transportation's proposed street vacation of the traffic island at the intersection of N Lombard and N Richmond.

Thank you,

St. Johns Neighborhood Association Board
 James (Shamus) Lynsky, Vice Chair
 Crystal Rose-Warner, Treasurer
 Denis Theriault, Secretary
 Josh Leslie, Land Use Chair
 Melissa A. Bartoszewski, DC, Member-at-large

Scott Bricker, Member-at-large
 Rachel Hill, Member-at-large
 Jennifer Levy, Member-at-large
 Travis Parker, Member-at-large
 Emilie Saks-Webb, Member-at-large
 Justin Sundling, Member-at-large

29 January 2016

AUDITOR 01/29/16 PM 4:49

Mayor Charlie Hales mayorcharliehales@portlandoregon.gov
 Nick Fish, Commissioner nick@portlandoregon.gov
 Amanda Fritz, Commissioner amanda@portlandoregon.gov
 Steve Novick, Commissioner novick@portlandoregon.gov
 Dan Saltzman, Commissioner dan@portlandoregon.gov
 1221 SW Fourth Ave.
 Portland, Oregon 97204

Re: Agenda Item: Street Vacation (RWA #7942 we believe) of a portion of N Richmond/Jersey (at Lombard) in St Johns

Dear Mr. Mayor and Commissioners

Before you is a request to vacate a portion of N Jersey at N Richmond Street (adjoining N Lombard) in St Johns commonly referred to as 'Ivy Island' which is a part of proposed 'The Union at St Johns' development project. We support the proposed vacation and present our reasons for that support below. See accompanying comments addressing the **Comprehensive Plan requirements for Street Vacations**.

We request that the Mayor and Council support the recommendations of the Portland Bureau of Transportation, the Planning and Sustainability Commission, St Johns Main Street Coalition and the St Johns Neighborhood Association's recommendations of approval of the vacation request.

Curt walks this area almost daily, especially crossing N Lombard at N Charleston. That intersection is very difficult and readily raises one's stress level in trying to cross it. He has been nearly stuck on numerous occasions since moving to this area in St Johns in 2003. The 'slip' lane seems to distract folks from watching for pedestrians as they are either scoping out the Signal Gas Station restoration project (Pizza Parlor) or stepping on the gas in order to get 'downtown' more quickly. Few people slow down. The street vacation and subsequent reconfiguration of the N Richmond/Jersey (at Lombard) intersection (as identified in the St Johns/Lombard Plan, adopted in 2004) will result in slowing traffic down and with much improved visibility of the N Lombard/Charleston intersection. A 2011 study (Intersection Safety Audit North Richmond and North Jersey) performed by PBOT for Oregon Department of Transportation verifies that situation. We are fortunate that we have a developer who will help pay for these improvements!

The St Johns/Lombard Plan identifies the subject area (page 131) within the St Johns Plan District (Chapter 33.583) and as a major purpose (Section 33.583.010) of the district is to 'enhance the pedestrian environment'.

Numerous other provisions in the Plan speak to pedestrian safety. Some of these include:
 page 17 of the St Johns/Lombard Plan, Plan Elements, speaks to the 'image of community life statement' including '...Lombard Street has a strong identity and draws people from around the city. Its appealing sidewalk environment is accentuated by small gathering places, and in array of retailers, restaurants, and services for the surrounding neighborhoods'.;

page 18 speaking to the need for: Streets' plazas, parks, residences and businesses are well designed and maintained....; and, 'Walking is safe and convenient - it is the preferred means of travel between local destinations for many residents. Traffic moves slowly, smoothly, and safely along Lombard Street and through the town center area.'

page 46 Land Use and Placemaking Policy 6 states 'Establish a St Johns Plan District to:

promote mixed-use development,
address the scale and character of development, and
enhance the pedestrian environment;

page 86 Transportation Implementation Tools most specifically calls out the Lombard/Richmond Gateway 'Sight lines into the town center core from Lombard at Richmond are complicated by the bend in Lombard as it passes by the Lombard/Richmond gateway. Furthermore, the right-turn lane from Lombard westbound into the commercial core curves around a large radius corner that obscures sight distances with pedestrians crossing Lombard further to the west, near James John Elementary School and **encourages speeding**' (emphasis added);

page 100 that this area is part of the civic area and calls for a 'strong pedestrian environment';

page 151 that base zone heights apply (CSd height limit is 45 feet) and hence defines the height limits that make development in the zone 'compatible';

page 154-5 regarding North Lombard Regulations pertaining to Standards for Community Corners (Section 33.455.100 A. Purpose. 'These standards create active use areas and community gathering places along major streets intersecting North Lombard. These standards ensure that development at key intersections along North Lombard is oriented to enhance the pedestrian environment.')

We like 'Ivy Island!' It is a nice aesthetic entrance into St Johns. Regrettably it is not truly accessible as a place to sit and utilize and has been a pain to maintain (Curt helped pull ivy and other plants in order that it could be replanted; maintenance continues to be problematic in trying to get volunteers to maintain it). In reviewing the plans for the adjoining site, the developer is proposing over 9,000 square feet of useable plaza and open space, roughly 7,000 more square feet than is currently there (Ivy Island isn't 'useable' in the sense of a 'personal retreat' and furthermore has no facilities). The new spaces will be a benefit to both the storefront community and residents of the new development and adjoining areas.

Additionally, Curt is a member of the Mixed Use Zoning Project Advisory Committee and would like to say that the adjoining development meets many of the proposed standards that the committee has been working on for the almost two years of the project. It meets the height of the building relationship to the street width concern that the committee has worked on, as well as building amenities of individual decks for many of the units, the front of the building 'articulation' is broken up with different setbacks so it doesn't appear as one huge single wall when viewed, and has interspersed courtyards access to the street.

Thank you for your consideration,

Curt Schneider curt.j.schneider@gmail.com
Cathy Hume cathyj.hume@gmail.com
6904 N Charleston Av
Portland, Oregon 97203

Curt participated in the St Johns/Lombard Process, served on the north district Streetcar Plan Advisory Committee, was President and Secretary of the St Johns Boosters, served on the North Portland Solar Access Advisory Committee, served on npGreenway Board as Co-Chair, Secretary and Board Member and currently serves on the Mixed Use Zoning Project Advisory Committee.

Cathy has served on the St Johns Farmers Market Board

cc: Mary Hull Caballero, Auditor AuditorHullCaballero@portlandoregon.gov

COMPREHENSIVE PLAN STREET VACATION CRITERIA:

The **Portland Comprehensive Plan contains STREET VACATION CRITERIA Policy Section 6.21 Right-of-Way Opportunities** for evaluating such requests. Below are the five objectives to be addressed together with suggested facts and findings supporting the street vacation as proposed:

Objectives:

A. Evaluate opportunities and the existing and future need for a bikeway, walkway, or other transportation use or potential for use as a stormwater management facility when considering vacation of any right-of-way.

facts: The St Johns-Lombard Plan, pages 36-38 (Lombard/Richmond Intersection) speak to the recommended action for the vacation of Ivy Island and the redesign of the N Lombard/Richmond intersection. The Plan states "Several alternative plans were considered for improving the Lombard/Richmond intersection. The main objectives of the redesign were to create a stronger gateway to the business district, calm traffic, and enhance safety for children and other pedestrians crossing Lombard." The Plan continues "The preferred alternative keeps traffic flow on Richmond and Ivanhoe. A signal is installed at the intersection of Lombard at Richmond to slow traffic, increase pedestrian safety, and improve visibility for the St Johns commercial core. The newly created space can function as a plaza, and offer an opportunity to create an enhanced gateway to the downtown business district." The main alternative considered in the planning process (page 38) would result "in additional bridge-bound traffic downtown, creating congestion and decreasing pedestrian safety." The proposal retains right-of-way along the proposed development and reconstruction of the current sidewalk (walkway) of six feet or greater together with a public plaza; sufficient area for bikes in the new 90 degree reconstructed intersection (50 ft right-of-way) and provides more space than the current narrow 'current curved slip' for bikes; the city can condition the approval to retain area sufficient to move any facilities present and require the developer to pay for the moving of the facilities. The plaza needs to be designed with the public's use in

mind and that it not be merely an extension of the adjoining commercial uses on the ground floor of the proposed development.

The approval of the request can include conditions that would include construction of stormwater management facilities if needed.

B. As a condition of street vacation, require pedestrian and bicycle facilities if needed, with first preference for dedicated right-of-way and, secondarily, through a public walkway and bikeway easement.

facts: See A. above.

C. Acquire or control parcels of land that may be needed in the future for any transportation or transportation-related stormwater management purpose when the opportunity arises through sale, donation, or land use action.

facts: No additional parcels have been identified as being needed.

D. Preserve existing and abandoned rail rights-of-way and examine their potential for future rail freight, passenger service, or recreational trail uses.

facts: No rail rights-of-way are involved in this request.

E. Consider the need for maintaining right-of-way for other infrastructure needs.

facts: The St Johns/Lombard Plan has been adopted by the City of Portland that recognizes the need and importance of moving Ivy Island northerly in order to create a safer vehicle and pedestrian access to St Johns. The need for a safer N Lombard/Charleston intersection for vehicles and pedestrians was recognized by the community as enunciated in the Plan and that a redesign and reconstruction of the N Lombard/Richmond intersection would accomplish that objective. The current development adjacent Lombard 'slip' makes for a dangerous intersection at N Charleston and Lombard, especially for traffic, bikes and pedestrians trying to cross heading westerly. I utilize this intersection almost daily (mostly to visit the Library) and have on numerous occasions almost been hit by drivers not seeing me (or ignoring me) as they enter downtown St Johns. The intersection is used intensively by those utilizing the library and James John Elementary School. The redesigned and reconstructed Lombard/Richmond intersection would, by design slow traffic, improve visibility, and with the addition of a marked crosswalk and lights would meet the intent of improving safety in this location (Transportation Actions TC 5 on page 54 and TC 20 on page 56).

Parsons, Susan

From: Nebel, Erika
Sent: Thursday, January 28, 2016 11:06 AM
To: Council Clerk – Testimony
Subject: FW: Support for Ivy Island vacation

Erika Namioka Nebel
 Policy Advisor & West Portland Liaison
 Office of Commissioner Steve Novick
 1221 SW 4th Ave., Suite 210
 Portland, Oregon 97204
 503-823-3114
www.portlandoregon.gov/novick

From: Joe Adamski [<mailto:jgadamski@gmail.com>]
Sent: Wednesday, January 27, 2016 8:58 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>;
 Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>;
 Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>
Subject: Ivy Island in St Johns Neighborhood

27 Jan, 2016

To Mayor Hales and the Portland City Council.

My name is Joe Adamski, and I live at 7430 N Burr Avenue in St Johns Neighborhood. As past Chair /board member of the St Johns Neighborhood Association , as well as involvement in multiple community efforts, I have appreciated living in the most vibrant and engaged neighborhood in Portland. Living here for 13+ years, I became aware of the St Johns Lombard Plan (SJLP) immediately upon arriving in St Johns, as the Plan passed through the discussion and ultimately, the adoption as a planning overlay specific to St Johns. I discussed with City staff and neighborhood voices and understand the reason and desires that are carried in the Plan.

Currently there is an ongoing discussion of the correctness of the City offering the Vacation of a Portion of N Lombard St - RWA #7942 (Ivy Island). Some voices have coalesced around the idea that this is a 'giveaway' to a private developer and is something to be fought. Reasons vary, but in light of the development of older neighborhoods and the increase in multifamily housing, my feeling is Ivy Island has become an icon in the battle against gentrification.

I do not share that view. The neighbors who worked with the City on SJLP wanted to maintain the historical inventory of buildings in the business district. They also wanted to develop a neighborhood of balanced and safe transportation facilities for all modes, to increase the availability of higher density housing on the Lombard Corridor and develop and maintain community corners and a suitable gateway to the business district. Insuring the success of our downtown businesses was high among goals: we value our businesses and strive to support them. Buy local is more than a meme.

One discussion was the creation of a gateway where Ivy Island stands. If you were to look at page 36 of the SJLP, you would see the desire to remove the slip lane and develop the gateway.

As this is part of the City's plan, I can assume it would someday happen. My cynical view is it will not happen on it own, but rather as a response to a tragedy. As you are surely aware, the 'slip lane' funnels higher speed traffic into the business corridor right at Charleston and James John Elementary School and the SJ Library.

However, the development at Richmond and Lombard presents the opportunity to repair that intersection for all modes, build a gateway plaza that will become a center of community and afford safe pedestrian access to a very cool downtown area.

This is of benefit to the developer , but in a benign and passive way. Additional parking spaces, value to tenants and something of a shift of the town center to the east 3 blocks are interesting. However, the greatest value will be received by the community as a whole. Even those who do not recognize it at this time.

I ask Council to approve vacation of the Ivy Island. By itself, it is a testament to past highway design and automotive primacy. Coupled with the new development, it becomes a useable plaza, a gateway, a safe place to walk and to be.

Respectfully

Joe Adamski

Parsons, Susan

From: Nebel, Erika
Sent: Thursday, January 28, 2016 11:07 AM
To: Council Clerk – Testimony
Subject: FW: Support for the Vacation of a Portion of N Lombard St - RWA #7942 (Ivy Island)

Erika Namioka Nebel
 Policy Advisor & West Portland Liaison
 Office of Commissioner Steve Novick
 1221 SW 4th Ave., Suite 210
 Portland, Oregon 97204
 503-823-3114
www.portlandoregon.gov/novick

From: Hanson, Laura
Sent: Thursday, January 28, 2016 10:17 AM
Subject: FW: Support for the Vacation of a Portion of N Lombard St - RWA #7942 (Ivy Island)

Laura Hanson
 Scheduler & Constituent Relations Coordinator
 Office of Commissioner Steve Novick
 503-823-4682
portlandoregon.gov/novick

From: Shamus Lynsky [mailto:shamus.lynsky@gmail.com]
Sent: Wednesday, January 27, 2016 4:56 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>;
 Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>;
 Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Support for the Vacation of a Portion of N Lombard St - RWA #7942 (Ivy Island)

Mayor Hales and members of City Council,

My name is James (Shamus) Lynsky. I live at 9333 N Kellogg St, Portland and am the vice-chair of the St Johns Neighborhood Association. The Neighborhood Association will soon be submitting a letter of support the street vacation at N Lombard and N Richmond - the so called "Ivy Island". Today, however, I am writing to give my perspective as a private citizen.

I have lived in St Johns for about 12 years - since right around the time the St Johns Lombard Plan was adopted. I have served two stints on the Neighborhood Association Board, I have been one of the main organizers of the [St Johns Bizarre](#) for the last 9 years, and have been on a number of advisory committees for happenings in the neighborhood - including the Citizens Advisory Committee for the St Johns Truck Strategy, Phase 2. I am deeply involved in the neighborhood and care deeply for our neighborhood.

I am writing as an involved community member to urge you to vote in favor of the street vacation (RWA #7942, I believe). There has been a deep history of public outreach associated with this proposal. The original St Johns Lombard Plan process involved several public meetings and reflects hours of hard work from neighbors who served on the advisory committee. The community decided we wanted our neighborhood to be more pedestrian friendly and less auto centric. This is why the plan recommends getting rid of the "slip lane" created by "Ivy Island".

I believe the current proposal to vacate "Ivy Island" so the developers of the Union at St Johns can pay for the safety improvements to the intersection - safety improvements that the community asked for - is a great opportunity. I also believe the public plazas the developer will be creating and maintaining to the south and the east of the development are a great addition to the neighborhood and can create an attractive gateway to our downtown.

I personally have presided over four public meetings in the last 8 months, with attendance ranging from 35 to 90 people at each, at which the development was discussed in detail. The community members in attendance showed overwhelming support for the proposed intersection improvements. In fact, as recently as January 11th, 2016, a group of neighbors who vocally oppose the street vacation were only able to garner four votes for their motion to officially oppose the vacation. It truly illustrated that when neighbors are educated about the proposal and given an opportunity to discuss it, they overwhelmingly support the safety improvements.

Thank you for your attention and consideration,

--

Shamus Lynsky
9333 N Kellogg
Portland, OR 97203
c. [503-314-3336](tel:503-314-3336)

Parsons, Susan

From: Nebel, Erika
Sent: Wednesday, January 27, 2016 11:01 AM
To: Lindahl, Lance; Nieves, Cristina; Schmanski, Sonia; Grumm, Matt; Wiggins, Rachael; Elmore-Trummer, Camille
Cc: Walker, Dee; Council Clerk – Testimony; Krueger, Kurt
Subject: FW: Constituent in support of Ivy Island Vacation

FYI – Not sure if you all got this email too.

Erika Namioka Nebel
 Policy Advisor & West Portland Liaison
 Office of Commissioner Steve Novick
 1221 SW 4th Ave., Suite 210
 Portland, Oregon 97204
 503-823-3114
www.portlandoregon.gov/novick

From: Luzader in St Johns [<mailto:gluzader2001@yahoo.com>]
Sent: Monday, January 25, 2016 1:18 PM
To: Commissioner Novick <novick@portlandoregon.gov>
Subject: February 10th St Johns Ivy Island Vacation

I am volunteering at Oregon Public Broadcasting on February 10th and may not make the vacation hearing.

Commissioner Novick,

As a long time resident of St Johns I am writing you to support the vacation of "ivy" island on N Lombard and N Charleston. I have participated in two replantings of the brush on the island, most plants died because of lack of water. The last planting is surviving because finally drought resistant plants were put in. (The invasive ivy was torn out in 2010.) I graduated from James John Elementary, Roosevelt High and Portland State University. I move into St Johns when I was 4 months old. I seem to dash away and return. I returned to stay in 2010.

Now, I walk with a stick and sometimes use an electric chair. Going across the slip lane on the north side of the island is just plane bloody scary. Traffic does not slow down.

I am delighted there will be a public plaza and a traffic control intersection to replace the island. This will be safer for people like me who do not move very fast, for the school children on their way to/from school and for the many people who use the St Johns Library on N Charleston.

There is a small very vocal group who seem to believe this island is a good thing. It is dangerous and I ask you to support the vacation of the island and the slip lane.

Thank you,

Gloria Bouchor Luzader
 8519 N Buchanan Ave
 St. Johns, Oregon 97203
 503-285-4263 message/home