

2035 Comprehensive Plan - Policy Amendments Considered by Council

(Summary of Vote Outcomes)

5/20/16

Amendment	Council Action	Notes
Errata memo 11/13/15	Adopted	https://www.portlandoregon.gov/bps/article/556734
P1	Adopted	
P2	Adopted	
P3	Adopted	
P4	Adopted	
P5	Adopted with further changes	Introduction, GP 2-8 Environmental justice is borne from the recognition that communities of color, low-income communities, Limited English Proficient (LEP) communities, Sovereign tribes, and <u>Native American, who</u> communities have been disproportionately impacted from public and private decision-making, including planning, development, monitoring and enforcement, while often being excluded from those decisions themselves.
P6	Adopted	
P7	Adopted	
P8	Adopted with further changes	Goal 2A Community involvement as a partnership. The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, <u>Neighborhood Associations, Business Associations,</u> institutions, and other governments to ensure meaningful community involvement in planning and investment decisions. <u>Partnerships with historically under-served and under-represented communities must be paired with the City's neighborhood organizations to create a robust and inclusive community involvement system.</u>
P9	Adopted with further changes	Policy 2.1 Partnerships and coordination. Maintain partnerships and coordinate land use engagement with: 2.1.a. Individual community members. 2.1.b. Communities of color (<u>including those whose families have been in this area for generations such as Native Americans, African Americans, and descendants of immigrants</u>), low-income populations, Limited English

		<p>Proficient (LEP) communities, <u>immigrants and refugees</u>, Native American communities, and other under-served and under-represented communities.</p> <p>2.1.c. District coalitions, neighborhood associations, <u>watershed councils</u>, and business district associations as local experts and communication channels for place-based projects.</p> <p>2.1.d. Businesses, unions, employees, and related organizations that reflect Portland’s diversity as the center of regional economic and cultural activity.</p> <p>2.1.e. Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.</p> <p><u>2.1.f. People experiencing disabilities.</u></p> <p>2.1.f.g. Institutions, governments, and Sovereign tribes</p>
P10	Adopted	
P11	Adopted	
P12	Adopted	
P13	Adopted	
P14	Adopted	
P15	Adopted	
P16	Adopted	
P17	Adopted	
P18	Adopted	
P19	Adopted	
P20	Adopted	
P21	Adopted	
P22	Adopted	
P23	Adopted	
P24	Adopted with further changes	Per the Amendment Report, but change “greenways” to “connections”
P25	Adopted	
P26	Adopted	
P27	Adopted	
P28	Adopted	
P29	Adopted	
P30	Adopted	
P31	Adopted	
P32	Adopted with further changes	<p>New Policy after 4.32:</p> <p><u>Drive through facilities.</u> Prohibit drive through facilities in the Central City, and limit development of new ones in the Inner Ring Districts and centers in order to support a pedestrian-oriented environment.</p>
P33	Adopted	
P34	Adopted	
P35	Adopted	
P36	Adopted	

P37	Adopted	
P38	Adopted	
P39	Adopted	
P40	Adopted	
P41	Adopted	
P42	Adopted	
P43	Adopted with further changes	New Policy after 4.63: <u>Reduce carbon emissions.</u> Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.
P44	Adopted	
P45	Adopted with further changes	New Policy after Policy 5.5: <u>Middle Housing.</u> Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.
P46	Adopted	
P47	Adopted	
P48	Adopted	
P49	Adopted	
P50	Adopted	
P51	Adopted	
P52	Adopted	
P53	Adopted	
P54	Adopted	
P55	Adopted	
P56	Adopted	
P57	Adopted	
P58	Adopted	
P59	Adopted	
P60	Adopted	
P61	Adopted	
P62	Adopted	
P63	Adopted	
P64	Adopted	
P65	Adopted	
P66	Adopted	
P67	Adopted	
P68	Adopted	
P69	Adopted	

P70	Adopted	
P71	Adopted	
P72	Adopted	
P73	Not Adopted	
P74	Adopted	
P75	Adopted with further changes	Per the Amendment Report, but strike “commercial” from the new final sentence.
P76	Adopted	Re-number as needed to include reference Transportation function through Commercial uses.
P77	Adopted	
P78	Adopted	
P79	Adopted	
P80	Adopted	
P81	Adopted	
P82	Adopted	
P83	Adopted	
P84	Adopted	
P85	Adopted	
P86	Adopted	
P87	Adopted	
P88	Adopted	
P89	Adopted with further changes	Goal 9A. <u>The City achieves the standard of zero traffic-related fatalities and serious injuries.</u> Transportation safety impacts the livability of a city and the comfort and security of those using City streets. This is achieved through comprehensive efforts to improve transportation safety through <u>equity</u> , engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland’s transportation system.
P90	Adopted with further changes	Per Amendment Report, but restore “Policy-based” in the final bullet.
P91	Adopted	
P92	Adopted	
P93	Adopted	
P94	Adopted with further changes	Use “encourage” rather than “provide”, and put this policy in the right of way section of Chapter 8, after 8.42.
P95	Adopted	
P96	Adopted with further changes	New policy after 9.25: Transit funding. <u>Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising metro-wide funding to improve service and/or decrease user fees/fares.</u>
P97	Adopted	
P98	Adopted	
P99	Adopted with further changes	Policy 9.57 – Off-street Parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent

		transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand. <u>Strive to provide adequate but not excessive off-street parking where needed, consistent with the preceding practices.</u>
P100	Adopted	
P101	Adopted	
P102	Adopted	
P103	Adopted	
P104	Adopted	
P105	Adopted	
P106	Adopted	
P107	Adopted	
P108	Adopted	
P109	Adopted	
Fritz 4/13 Memo, item 1	Adopted	Goal 2F: Accessible and effective participation City planning and investment decision-making processes are designed to be <u>culturally-accessible and effective, and responsive to the needs of all communities and cultures.</u> The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific <u>responsive</u> , and robust community involvement.
Fritz 4/13 Memo, item 2	Adopted	New policy, after Policy 2.22: <u>Adequate funding and human resources.</u> Provide a level of <u>funding and human resources allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process.</u>
Mayor 4/11 memo, item 1	Adopted	Add “Work to remove regulatory barriers that prevent the use of such tools” to the end inclusionary Housing (Policy 5.34).
May 4/11 memo, item 3	Adopted	Policy 4.36 Diesel emissions. Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. <u>Advocate for state legislation to accelerate replacement of older diesel engines.</u> Policy 7.5 Air quality. Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders. <u>Coordinate with the Oregon Department of</u>

		<u>Environmental Quality to incorporate up-to-date air quality information and best practices into planning and investment decisions.</u>
Mayor 4/11 memo, item 4	Adopted with further changes	<p>Policy 9.49 Regional congestion management. Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness.</p> <p>i. Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system.</p> <p>ii. <u>In the interim, use the deficiency thresholds and operating standards of the Regional Mobility Policy, in Figure 9-4, for evaluation of impacts to state facilities and the regional arterial and throughway network.</u>"</p> <p>[New Figure 9-4 is below]</p>
Mayor 4/11 Memo, item 5	Adopted	<p>Policy 6.6. Low-carbon and renewable energy economy. Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with the <u>production of renewable energy</u>, energy efficiency projects, waste reduction, production of more durable goods, and recycling.</p> <p>Policy 6.39.c. Prime Industrial Land Retention. Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources <u>and public health</u> are also protected.</p>
Mayor 4/11 Memo, item 6	Adopted	Updates to Figure 10-1 [see below]
Mayor 4/11 Memo, item 6	Adopted	Add "Work to remove regulatory barriers that prevent the use of such tools." to the end of Policy 5.34.
Mayor 4/28 Memo, item 2	Adopted	<p>Historic resource: A structure, place, or object that has a relationship to events or conditions of the human past. Historic resources may be significant for architectural, historical, and cultural reasons. Examples include historic landmarks, conservation landmarks, historic districts, conservation districts, and structures or objects that are identified as contributing to the historic significance of a district, including resources that are listed in the National Register of Historic places. <u>Rank I, II, and III</u> structures, places, and objects that are included in historic inventories are potential historic resources.</p>

New item from Council's verbal instruction on 4/28	Adopted with further changes	New Policy after 4.45: <u>State and federal historic resource support.</u> Advocate for <u>state and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.</u>
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Figure 9-4. Interim Deficiency Thresholds and Operating Standards

Location	Standards		
	Mid-Day One-Hour Peak*	PM 2-Hour Peak*	
		1 st Hour	2 nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	.99	1.1	.99
I-84 (from I-5 to I-205), I-5 North (from Marquam Bridge to Interstate Bridge, OR 99-E (from Lincoln St. to OR 224), US 26 (from I-405 to Sylvan Interchange), I-405	.99	1.1	.99
Other Principal Arterial Routes	.90	.99	.99

*The demand-to-capacity ratios in the table are for the highest two consecutive hours of the weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.

Figure 10-1, Corresponding and Allowed Zones for Each Land Use Designation (Corrected)

LU Designation	Corresponding Zone(s)	Non-corresponding zone(s) that are allowed
Open Space	OS	none
Farm and Forest	RF	OS
Single-Dwelling 20,000	R20	RF, OS
Single-Dwelling 10,000	R10	R20, RF, OS
Single-Dwelling 7,000	R7	R10, R20, RF, OS
Single-Dwelling 5,000	R5	R7, R10, R20, RF, OS
Single-Dwelling 2,500	R2.5	R5, R7, R10, R20, RF, OS
Multi-Dwelling 3,000	R3	R2.5, R5, R7, R10, R20, RF, OS
Multi-Dwelling 2,000	R2	R3, R2.5, R5, R7, R10, R20, RF, OS
Multi-Dwelling 1,000	R1	R2, R3, R2.5, R5, R7, R10, R20, RF, OS
High- Density Multi-Dwelling	RH	R1, R2, R3, R2.5, R5, R7, R10, R20, RF, OS
Central Residential	RX	RH, R1, R2, R3, R2.5, R5, R7, R10, R20, RF, OS
Mixed-Use—Dispersed	CM1, CE	<u>CE</u> , R2, R3, R2.5, R5, R7, OS
Mixed-Use—Neighborhood	CM1, CM2, CE	R2, R3, R2.5, R5, OS
Mixed-Use—Civic Corridor	CM1, CM2, CM3, CE	R1, R2, R3, R2.5, R5, OS
Mixed-Use—Urban Center	CM1, CM2, CM3	<u>IG1, EG1, EG2, CE</u> , RH, R1, R2, R2.5, OS
Central Commercial	CX	IH, IG1, IG2, EG1, EG2, EX, CM1, CM2, CM3, CE, RX, RH, R1, R2, R3, R2.5, R5, R7, R10, R20, RF, OS
Mixed Employment	EG1, EG2	IH, IG1, IG2, CM1, CM2, CM3, CE, RF
Central Employment	EX	none
Institutional Campus	CI1, CI2, IR	EG2, EX, CX, CM1, CM2, CM3, CE, R1, R2, R3, R,2.5, R5, R7, R10, R20, RF, OS
Industrial Sanctuary	IH, IG1, IG2	RF

2035 Comprehensive Plan - Map Amendments Considered by Council

(Summary of Vote Outcomes)

Northwest Portland

Amendment	Council Action	Notes
M38	Adopted	
M47	Adopted, with further changes	<p>2135 NW 29th changed to R1. Also added additional property, changing to EX:</p> <ul style="list-style-type: none"> • NW 29th Ave. on the east • NW Nicolai St. on the north • The half block south of NW Roosevelt St. on the south • The half block to the west of NW 31st Ave on the west <p>(R307721, R307722, R307724, R307726, R307727, R307729, R307730, R307739, R307740, R307741, R307744, and part of R307719).</p>
M64	Adopted	
B89	Adopted	
B116	Adopted	
Mayor's 4/28 Memo, item 4.	Pending	On April 20th Metro provided testimony requesting adjustment of land use designations on several Metro-owned parcels.

North Portland

Amendment	Council Action	Notes
B14	Adopted	
B15	Adopted	
S15	Adopted	
B16	Adopted	
B17	Adopted	
B19	Adopted	
B20	Adopted	
M26	Adopted	
M30	Adopted	
M31	Adopted	
M42	Adopted, with further changes	Changed to reduced area: 705 N FREMONT ST (1N1E27BA 200), 311 W/N IVY ST (1N1E27AB 3100), and the parcels at the corner with N Gantenbein (1N1E27AB 2901, 1N1E27AB 2902).
M65	Adopted	
F68	Adopted	
M70	Adopted, with further changes	Added area across the slough in Bridgeton.

B106	Adopted	
B115	Adopted	
Mayor's 4/28 Memo, item 4.	Not adopted	On April 20th Metro provided testimony requesting adjustment of land use designations on several Metro-owned parcels. Council chose to retain OS designations on these properties.

Northeast Portland

Amendment	Council Action	Notes
B21	Adopted, with further changes	Add 1N2E28CC 4601 (R251426).
M21	Adopted	
B22	Adopted	
B23	Adopted	
B24	Adopted	
M24	Adopted	
B25	Adopted	
N25	Adopted	
B26	Adopted	
B27	Adopted	
M27	Adopted	
B30	Adopted, with further changes	Changed an additional property to Mixed Employment here (7721 NE Halsey, R194024, R194025, R194023, R194022, R194021).
B32	Adopted	
B33	Adopted	
M33	Not adopted	
B34	Adopted	
M34	Not adopted	
B35	Adopted	
B36	Adopted	
M36	Adopted	
B37	Adopted	
M39	Adopted, with further changes	Refinement of designations at NE Fremont near NE 50 th - Add Mixed Use to 4926-4936 NE FREMONT ST, and 3525 NE 50TH AVE. These are existing commercial or mixed use buildings. And, the properties at 3430 NE 52ND AVE, 5320 NE FREMONT ST, 3433 NE 54TH AVE, 3428 NE 54TH AVE and 3429 NE 55TH AVE are all split-designated R2 and R5, and should be changed to R2.
M43	Adopted	
M44	Adopted	
M45	Adopted, with further changes	New land use pattern on NE 60 th and vicinity. Map provided upon request.
M46	Adopted	

B49	Adopted	
M49	Withdrawn	
M62	Adopted	
M63	Adopted	
B65	Adopted	
B66	Adopted	
B67	Adopted	
M67	Adopted	
M71	Adopted	
M70	Adopted, with further changes	Added area across the slough in Bridgeton.
B73	Adopted	
B74	Adopted	
F81	Adopted	
B103	Adopted	
B105	Adopted	
B120	Adopted	
Mayor 4/11 memo, item 8	Adopted	Change the Euclid Heights subdivision near 47th and Halsey to R5
Mayor's 4/28 Memo, item 4	Not adopted	On April 20th Metro provided testimony requesting adjustment of land use designations on several Metro-owned parcels. Council chose to retain OS designations on these properties.
Mayor's 4/28 Memo, item 7	Adopted	Change a wedge of ODOT property on N. Fargo (1N1E27BA 6800) to Mixed Employment.
5/16 Council session	Adopted	2605 NE 7 th - restore RH (approved development is already underway at RH zone density, so the PSC-recommended R1 designation no longer accomplishes the original intent.

East Portland

Amendment	Council Action	Notes
B1	Adopted	
B2	Adopted, with further changes	Correction made: The amendment should have been for 412 SE 108th, not 341 SE 109th.
B3	Adopted	
B4	Adopted	
B5	Adopted	
B6	Adopted	
B7	Adopted	
B8	Adopted	
B9	Adopted	
B10	Adopted	
B11	Adopted	
B12	Adopted	
B13	Adopted	

S9	Not adopted	
M40	Adopted	
B45	Adopted	
M61	Adopted	
M68	Adopted	
M69	Adopted	
F72	Adopted, with further changes	Change 3839 NE 122nd (1N2E22DD 400) to be entirely Mixed Use - Civic Corridor, and 11800 NE Saver (1N2E22DD 201) to be R3 rather than R7.
M76	Adopted	
B117	Adopted	
B119	Adopted	
Mayor's 4/28 Memo, item 4	Not adopted	On April 20th Metro provided testimony requesting adjustment of land use designations on several Metro-owned parcels. Council chose to retain OS designations on these properties.
Mayor's 4/28 Memo, item 6	Adopted	Add Mixed Use- Dispersed to MHCC property at the SE corner of NE 102nd and Prescott (1N2E22CB 1700 and 1N2E22CB 1800).
Fish Memo, 4/12	Adopted	Change several properties to Open Space per BES request. Includes 14841 SE Barbara Welch Lane, 7215 SE Barbara Welch Road, 6714 SE 142 nd . See Fish memo for added details: http://www.portlandoregon.gov/bps/article/572878

Southeast Portland

Amendment	Council Action	Notes
S8	Not adopted	Staff directed to explore zoning code changes to allow nurseries in residential zones as a conditional use.
S12	Not adopted – but clarification	Council clarified certain properties that would have otherwise become nonconforming under the R2.5 designation will be given R1.
N15	Not adopted	
S20	Not adopted	
S21	Adopted, with further changes	As modified, this amendment restores the existing Comp Plan designations to change area #348 (West of the Lone Fir Cemetery), as well as areas #930 and #931 (East of the Lone Fir Cemetery). Staff was directed to explore a future plan district or overlay zone for more specific development regulations in these single dwelling areas close to the Central City. The project would also examine similar areas in Kerns, Sunnyside, Hosford-Abernathy, Brooklyn, Sullivan's Gulch, Irvington, and Elliot. This would be a separate planning project, so earlier than 2017/18.
S22	Not adopted	
M22	Adopted	
M23	Adopted	

N24	Adopted	
M28	Adopted	
M29	Adopted	
B31	Adopted	
M35	Not adopted	
B38	Adopted	
B39	Adopted	
B40	Adopted	
M41	Adopted	
B42	Adopted	
B43	Adopted	
B43-1	Adopted	
B44	Adopted	
B46	Adopted	
B47	Adopted	
B48	Adopted	
M48	Adopted	
B50	Adopted	
M50	Adopted	
B51	Adopted	
M51	Adopted	
B52	Adopted	
M52	Adopted	
B53	Adopted	
M53	Adopted	
B54	Adopted	
M54	Adopted	
B55	Adopted	
M55	Adopted, with further changes	Changed to include the entire ownership at 4926 and 4975 Division (R241358, R241359, R241360, R168880) in the Mixed Use – Urban Center designation.
B56	Adopted	
M56	Adopted	
B57	Adopted	
B58	Adopted	
B59	Adopted	
B60	Adopted	
B61	Adopted	
F61	Adopted, with further changes	Add R177069 and R268838.
B62	Adopted	
F62	Adopted	
B63	Adopted	
B64	Adopted	
B68	Adopted	
B69	Adopted	

B70	Adopted	
B71	Adopted	
B72	Adopted	
M74	Not adopted	
B75	Adopted	
M75	Adopted	
B76	Adopted	
B77	Adopted	
B78	Adopted	
B79	Adopted	
B80	Adopted	
B81	Adopted	
B82	Adopted	
B83	Adopted	
B84	Adopted	
B85	Adopted	
B86	Adopted, with further changes	Added one property (1223 SE CORA ST)
B87	Adopted	
B88	Adopted	
B97	Adopted	
B98	Adopted	
B99	Adopted	
B101	Adopted	
B104	Adopted	
B107	Adopted	
B108	Adopted	
B109	Adopted	
B110	Adopted, with further changes	Change all of the R2.5 on SE Henry to R5, between SE 52nd and the end of the street at 5601 Duke.
B113	Adopted	
B114	Adopted	
Fish Memo, 4/12	Adopted	Change areas along SE Caruthers between 35 th and 39 th from Mixed Use, to Residential 2500 (Excluding 3609-3629 SE Division, 2450 SE 37 th , 3711 SE Caruthers, and properties fronting on Caesar Chavez).
Mayor's 4/28 Memo, item 4.	Not adopted	On April 20th Metro provided testimony requesting adjustment of land use designations on several Metro-owned parcels. Council chose to retain OS designations on these properties.

Southwest Portland

Amendment	Council Action	Notes
N11	Adopted	
N14	Not adopted	

S16	Withdrawn	
S18	Not adopted	
M19	Adopted	
M20	Not adopted	
M25	Adopted	
M32	Adopted	
M37	Adopted	
F55	Adopted	
M57	Adopted	
M58	Adopted	
M59	Adopted	
M60	Adopted, with further changes	Removed one property (R128705, 2435 SW 5TH AVE), which is separate (Not Terwilliger Plaza) ownership.
F71	Adopted	
F83	Not adopted	
B90	Adopted	
B91	Adopted	
B92	Adopted	
B93	Adopted	
B94	Adopted	
B95	Adopted	
B96	Adopted	
B118	Adopted	
Mayor's 4/28 Memo, item 4.	Not adopted	On April 20th Metro provided testimony requesting adjustment of land use designations on several Metro-owned parcels. Council chose to retain OS designations on these properties.

**2035 Comprehensive Plan – TSP Project List Amendments Considered by Council
(Summary of Vote Outcomes)**

Amendment	Council Action	Notes
Novick List and Project List Errata	Adopted	Amendments were described on pages 100-111 of the Council Amendment Report: https://www.portlandoregon.gov/bps/article/569929
Hales Hayden Island Bridge amendment	Adopted, with further changes	Project description was modified: Design and construct an arterial bridge from Expo Center to East Hayden Island. Explore feasibility of designs that would prioritize transit, bikes, and emergency vehicle access, and not facilitate cut-through traffic for vehicles that do not have origins or destinations on the island.

7 th /9 th Bikeway	Adopted, with further changes	<p>Project description was modified:</p> <p>Design and implement a neighborhood greenway along the NE 7th/9th Ave corridor from Weidler to Holman (alignment to be determined during design phase), using traffic calming treatments as needed to meet recommended performance guidelines for neighborhood greenways and adjacent local streets.</p>
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2035 Comprehensive Plan –Amendments to Supporting Documents Considered by Council [See 659-2016 Amendments, Clerk]

(Summary of Vote Outcomes)

Amendment	Council Action	Notes
EOA	Adopted	<p>A revised Economic Opportunities Analysis is reprinted under separate cover, available via the EOA website: https://www.portlandoregon.gov/bps/59297</p>
CSP	Adopted	<p>Several minor amendments to the CSP were identified in the staff Errata Memo, reprinted below. The full CSP is posted on the project website: https://www.portlandoregon.gov/bps/68414</p> <p>Additional amendments were described on page 112 of the Council Amendment Report: https://www.portlandoregon.gov/bps/article/569929</p>