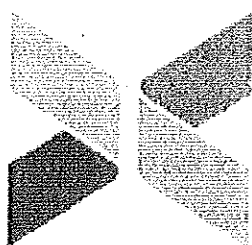


Attachment D

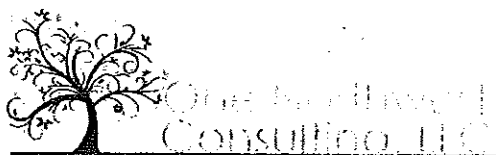
Economic Linkages from Marine Industrial Businesses

Prepared for:



PORTLAND
BUSINESS ALLIANCE
Commerce • Community • Prosperity

August, 2013



Executive Summary

The motivation for conducting this analysis is an interest in better understanding the relationships between large local businesses and the small to medium sized businesses who serve as vendors and suppliers to the larger industries, and to quantify this to the extent possible. Five marine industrial firms (firms located in the Portland Harbor area who rely on access to waterborne transportation modes) were interviewed regarding their spending on direct and indirect materials, services, and capital goods during 2011 and 2012. In order to secure complete information, the firms requested anonymity to protect their competitive interests. The data submitted for analysis by these firms was analyzed by these spend categories as well as by where the spending occurred: in the local area, regionally, nationally, or internationally.

Major areas of research interest included aggregate spend by category and geography, however interesting linkages were demonstrated between marine industrial firms and other enterprises in the Portland market through this research and analysis. For the two calendar years under examination, these five firms spent in excess of \$1.29 billion in procuring materials, capital/plant equipment, and services to produce and deliver their final goods and services to markets near and far. Aggregate spending increased by 5% year-over-year and became significantly more localized, from 49% of spending in 2011 falling within the combined local and regional areas, to 56% in 2012, an increase of over \$63 million with nearly all of that deriving from an increase in local spending (regional spending remained nearly constant).

The sampling represents roughly 10% of the approximately 20,000 direct jobs in the Portland Harbor area (Martin Associates, 2006), thus extending these outcomes as representative of the Harbor area on this basis, one might reasonably conclude that aggregate spending by such firms is on the order of \$6 billion to \$7 billion annually. The reader should also bear in mind that this analysis did not examine firm outlays for direct and indirect labor, taxes, debt service, and so forth – this analysis is limited to examining firm to firm interaction in procurement markets.

Marine industrial firms sampled demonstrated rich, complex connections and economic linkages to a variety of local sectors. Spending occurred in a variety of local markets

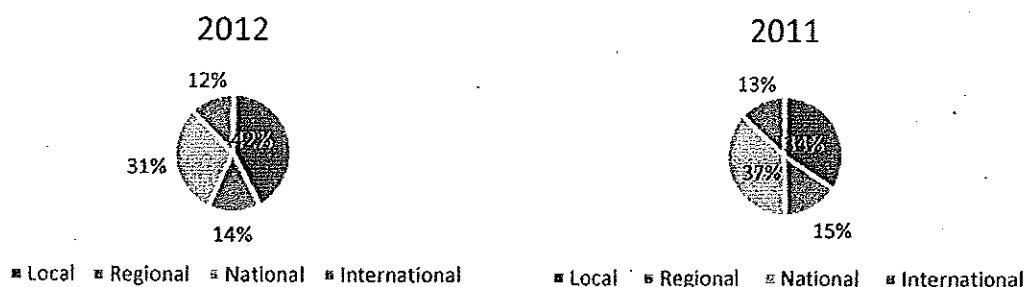


as firms procured the services of planning and architecture firms, law firms, engineering firms, trades such as electricians, graphic arts/media production firms, suppliers of advanced manufacturing plant production equipment, transportation companies, suppliers of software and information technology, energy and utilities, and so forth. Many vendors/suppliers of these firms are common among the sample. It is evident that marine industrial firms engaged in a wide array of activities are intrinsically linked to the health of the local and regional economy.

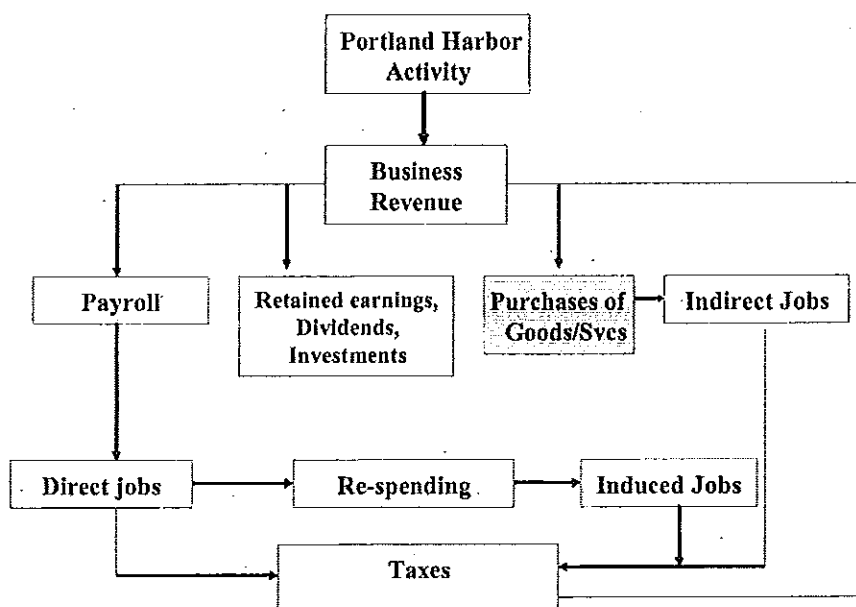
Marine Industrial Businesses have a significant impact on local business

Businesses in the Portland harbor earn revenue from the goods and services they sell. These firms then spend this revenue in a number of ways that can be grouped into just a few buckets (see figure below). The recent analysis for the Portland Business Alliance identifies the economic relationships between these businesses and other sectors of the local economy. The results show that those harbor firms surveyed are reliant upon a variety of local businesses for the goods and services they need every day to keep their businesses running.

The Portland Business Alliance Study looked solely at the purchases of goods and services to see how the revenue from harbor activity flows to other local employers. While much of this spending is local (42% in 2012) creating local jobs [indirect jobs in economic terms], some does leave the region.



FLOW OF PORTLAND HARBOR BUSINESSES' REVENUE THROUGH THE LOCAL ECONOMY



- In 2012 the five firms surveyed spent \$660 million on goods and services, an amount nearly equal to the regional investment in Tri-Met's new orange line (half the total construction cost).
- Of this re-spending by these harbor businesses more than 40 percent of it (\$280 million, the equivalent of 3.5 Rose Festivals) is infused into the local economy.
- More than 80 percent of the re-spending by these harbor firms locally (\$230 million) is in the areas of raw materials and components, and professional services, maintenance, catering and other services.
- Other expenditures include machinery, spare parts, and construction materials.
- Common among the firms surveyed were 288 local employers from whom they purchase goods and services (see Appendix 3 for a sample listing of those firms). Of these, 30 are suppliers of capital goods, 28 are suppliers of direct materials, 115 are suppliers of indirect materials, and 114 are providers of services.

Examples of local employers from whom subject firms purchase goods or services:

- Catering/Food and Lodging: Elephant's Delicatessen, Oxford Inn & Suites



- Construction, Equipment, Maintenance, and Repair: Buckaroo Thermoseal, Christenson Electric, Milwaukie Crane & Equipment, Rodda Paint
- Manufacturing Inputs, Components, and Services: Albina Pipe Bending, Evraz, Swan Island Sandblasting, West Coast Metals,
- Supplies and Parts: Baxter Auto Parts, General Tool & Supply, Parr Lumber, Vancouver Bolt & Supply
- Technology/Communications: Centurylink, Integra Telecom
- Transportation Equipment, Services, and Repair: FedEx, Les Schwab, Oak Harbor Freight Lines, Oregon Tractor, Redmond Heavy Hauling
- Miscellaneous: Elmer's Flag and Banner, Legacy Laboratory Services, Portland Community College

Introduction

In March, 2012, Martin Associates (Lancaster, PA) prepared a report for the Port of Portland entitled, "The Local and Regional Economic Impacts of the Port of Portland, 2011."

That report summarized three separate studies, including:

- The Economic Impacts of the Portland Harbor
- The Economic Impacts of the Real Estate Tenants of the Port's Business and Industrial Parks
- Economic Impacts of PDX and General Aviation Airports

As follow up work, Martin Associates produced a report in July, 2012 entitled, "The Local and Regional Economic Impacts of Portland Working Harbor, 2011." This latter report measured impacts related to industrial land use in the Portland Harbor such as employment (direct, induced, and indirect), personal income, direct business revenue, and tax revenue (state, county, and local).

The Portland Business Alliance retained One Northwest Consulting, LLC (ONWC) to recruit a sample cohort of firms in the Portland Harbor area engaged in marine industrial activity, generally defined as enterprises whose proximity to and connection with marine infrastructure for transportation purposes is "business critical". ONWC was tasked with conducting



an analysis of annual procurement spend and performing analysis of the economic links between the sample cohort and local enterprise, including various small and mid-sized businesses in common among the sampling distribution as vendors. Of interest was the categorization of procurement expenditures by type or purpose, and the geographic location of the associated vendors. Procurement expenditures were categorized into four major areas:

- Direct materials – defined as material inputs to final goods and services; this can be unprocessed raw steel, energy such as electricity and natural gas, power plants/engines and components such as pumps and motors, finished steel and metal alloy products, and propulsion and navigation equipment and related components
- Capital goods – defined as investment on plant, property, and equipment; examples include investments in IT systems (both hardware and software systems), production machinery such as plasma cutting tables and punches, buildings and structures, and mobile machinery for material handling such as forklifts and excavators
- Indirect materials – defined as items indirectly associated with final goods and services, such as supplies not tied to a single specific project or output; this includes fasteners and bolts, bulk paints and coatings, welding supplies, production machinery wear parts, valves and fittings, lumber and pallets used for packing and shipping, and some tools and related parts/components
- Services – which includes professional services, skilled trade services, repairs, and maintenance services; examples of services procured include architecture, planning, engineering, law, environmental consulting and testing, transportation, graphic arts, media production, public affairs/advertising, accounting and financial services, and skilled labor/trades

Procurement expenditure was also segmented geographically into one of four categories:

- Local – comprised of Clackamas, Multnomah, and Washington counties in Oregon, and Clark county in Washington
- Regional – comprised of the remaining areas of Oregon and Washington, excluding the aforementioned local area



- National – comprised of the United States and its territories, excluding Oregon and Washington
- International – comprised of all non-US spend

Sample Recruitment and Description

Portland Business Alliance suggested a list of firms to participate in the study on the basis of location in Portland's industrial harbor area and related marine industrial land use, as well as likelihood of willingness to share proprietary business information for the purpose of the study effort. Firms expressed a willingness to participate and were generally supportive of this analysis, but willingness for direct attribution and identification as study participants varied significantly among firms, with strong tendency towards anonymity to protect individual company's competitiveness. The data are therefore reported in aggregate, illustrating general procurement tendencies and associated economic impacts across firms without singling out a single participant.

General descriptions of firm business activity include: heavy civil and marine construction; marine vessel repair and construction/manufacture; steel fabrication; metals processing; bulk material handling; general manufacturing; steel/metals products manufacturing; marine terminal operations. Cohort firms are located on large lot, industrial lands characterized as marine and rail transportation dependent, and also relying on freight truck/highway access.

Data Collection, Processing, and Analysis

The five participant firms were asked to submit their expenditures on procurements (raw materials, utilities, work-in-process, finished goods purchases, professional services, skilled trade services, durables, non-durables, materials, supplies, capital goods, etc.) for calendar years 2011 and 2012. This approach excludes firm expenditure on direct and indirect labor, taxes, depreciation, amortization, and payments to shareholders such as dividends. This is important in examining firm to firm interaction, particularly in establishing the local linkages between firms associated with procurement activities.



In geographically segmenting the data, an issue in determining whether spend qualified as local versus a different category was encountered. Many firms purchase capital goods, services, materials and supplies from national and international firms, remitting payment to a non-local location such as a central accounts receivable processing center associated with a particular vendor. However, many of these firms provide services to customers via a local presence in the form of a distributor or local warehouse, with local employees and representatives. This is done in order to reduce fulfillment cycle times and provide competitive levels of responsiveness. Where a vendor possessed such a local presence, the associated procurement spend was categorized as local, versus another geographic designation.

Another point to bear in mind is that one firm's direct material is another firm's capital good. For instance, a firm using concrete to construct a structure as a final good for a customer considers the concrete to be a direct material. Spending on concrete by the customer would be considered a capital good or capital expense were they to procure it themselves. Thus, perspective is important, particularly considering the rich complexity of the economic linkages of these firms, as well as the self-organizing, symbiotic relationships which firms have developed with each other over time. Some firms' business is centered on a continuous process such as one might envision in the production of paint in bulk liquid form, whereas other firms employ a job costing approach, such as what one would expect from an engineering and construction firm contracted to build a structure. The nuance between these is significant, as it is much easier to consider job costing formats using discrete boundaries whereas in continuous process production this may be extremely difficult. The emerging level of detail is reflected in the procurement data: job costing format firms' data was substantially more detailed and granular, making the distinction between direct and indirect materials much simpler.

Participant firms submitted data in a variety of formats, primarily submitting raw data in Microsoft Excel, having queried a purchasing system or equivalent to generate the data. At a minimum, firms submitted the vendor legal name and related expenditure amount for calendar years 2011 and 2012. Aggregate results are reported in Appendix 1. Generalizability of these results is limited due to the small sample size, however this sampling represents approximately



10% of the direct employment in the Portland Harbor area (based on the findings of Martin Associates' July, 2012 report).

Dynamic Structures

When a firm receives revenue, that revenue is employed by the firm in a variety of uses which establish the linkages between the subject firm, firms considered vendors to the subject firm, and other economic sectors. Consider the illustration in Appendix 2. Firm revenues flow to the following categories:

- Cost of goods such as direct and indirect materials, and certain services
- Administrative expenses known as SG&A (selling, general, and administrative) which include payment of wages to management and executives, philanthropic activities, some capital expenditures, and some services which are difficult to tie to the production of specific goods and services (SG&A tends to be a large "bucket" for expense items which do not easily lend themselves to division among units of output)
- Direct and indirect labor
- Interest/debt service
- Transfers to shareholders (known as dividends)
- Retained earnings
- Payment of taxes
- Depreciation and amortization charges

The connection between firm "financial health" and the well-being of the public sector can be demonstrated by examining the flows and linkages (the shaded box on Exhibit II): for this purpose we will call the system of linkages "Cycle of Firm's Revenue".

Philanthropy clearly constitutes a public good. Employee wages (direct, indirect, and SG&A) drive personal income, which bears strong linkages to the public sector. Additionally, there is likely a propagation mechanism in financial markets (hypothesized here) connecting a firm's debt service (interest payments) and distributions to shareholders (dividend payments) to societal well-being. Retirement investment accounts and portfolios such as 401k and 457 plans, and Public Employee Retirement Systems (PERS) investment generally hold



shares in publicly-traded firms (which distribute dividends to shareholders and whose stock value growth benefits shareholders) and financial firms (who received debt service payments from firms, both privately-held and publicly-traded). It seems reasonable to conclude that good firm financial performance is beneficial in this way to retirement systems of both public sector and private sector workers.

Of interest in this research is the connection to other firms, considered vendors or suppliers to the subject firm, from whom the subject firm procures direct and indirect materials, services, and capital goods. A portion of the subject firm's revenue flows to the vendor/supplier firms, whose revenue also flows through the cycle illustrated. This cycle repeats ad infinitum.

The public sector derives revenues through the payment of taxes on corporate income and other things such as real property, personal income, and taxes on dividends and interest. These revenues are used to support public services, fund schools, and build infrastructure. A firm's decision to invest in their capital stock in a given area depends not only on market conditions, but local and regional "business climate" conditions, largely signaled on a community's willingness to invest in infrastructure, education, and the level and efficiency of public services provided. Weak signals in these areas do not inspire confidence in firms' willingness to invest in a particular area, and the variation in the quality and strength of these market signals given by communities largely constitutes the competitive environment in which states and municipalities strive to attract capital investment.

Discussion

Linkages to smaller enterprises were readily evident through an analysis of the data. Large industrial firms avail themselves of professional services as well as services of skilled trades, primarily locally sourced (except in somewhat rare cases where highly specialized expertise was required). Examples of professional services procured include: technical engineering (information technology, civil, and structural), architecture, environmental consulting/engineering, law, public accounting, human resources/training, occupational health and safety consulting, financial services, and general business consulting/advisory (such as business process engineering). Skilled trade services procured include:



plumbing, electrical, general construction (earth-moving and excavating), specialty machining and tooling, sheet metal, HVAC/refrigeration, and mechanical repair and maintenance services.

Firms sampled also availed themselves of the services of local small businesses as varied as: sign and awning businesses; freight transportation services (by water and truck); restaurants, delicatessens, and catering; equipment rental; mail services and printing; florists; and site security.

Examples of Service sector firms commonly engaged by the subject firms include: Bernert Barge Lines, Carlson Testing Inc., Cascade Architectural & Engineering, Integra Telecom, and Morgan Industrial Inc.

Local procurement of raw materials, intermediate production inputs, and capital goods were also evident in the data. Examples include:

- Steel and other metals purchased from local steel service centers, mills, and other local sources
- Concrete purchased from local suppliers for capital projects to construct new plant and equipment, or in the case of the marine-related construction firm surveyed – as an input to delivery of a final good/service
- Fabricated/machined steel parts and components sourced locally for capital projects and as intermediate inputs to final goods and services
- Machinery, plant equipment, power systems, and material handling equipment (all capital goods) purchased from a local manufacturer, dealer, or distributor

Firms commonly engaged as vendors among the sample include: Evraz Oregon Steel Mills Inc., Farwest Steel Corp., LaGrand Industrial Supply Co., Oregon Ironworks Inc., and Pape Material Handling Inc.

Geographic analysis of the spending data revealed that firms demonstrate a preference to working with firms in the local and regional area due to proximity, ease of obtaining ongoing service, and the value of enlarging ties and relationships to the local market and community. Where spending occurred nationally and internationally, this was typically because the goods and services sought were not locally available. A large amount of the international service spending, for example, consisted in payments to foreign flagged marine vessels and



companies for export transportation and logistics services. Additionally, certain legal and technical services were procured by the firms in 2011 – 2012 which comprises highly-skilled expertise not locally available. Some raw material components are highly specialized and not manufactured locally, such as brake systems parts for transportation equipment. Likewise, certain capital goods are produced only in select areas in the national and international geography, such as specialized manufacturing machinery, software systems, technical and navigational components of marine vessels, environmental control systems for storm water treatment and management, and power plant/engine equipment and components.

Roughly 80% of the indirect materials these firms purchased were from local distributors and suppliers. Some examples of these include: safety supplies, paint and coatings, bolts and fasteners, industrial cleaning supplies, fuels and gases (to operate equipment), welding supplies and gases, hardware, hand/power tools, coffee and drinking water service, employee gifts and recognition incentives, auto and equipment parts, restaurant and food services, and office supplies. Expenditures in this area by these five firms alone amounts to tens of millions of dollars annually.

Though only two years of data were provided and analyzed, a notable year over year increase in spending on capital goods, indirect materials, and services stood out. The rate of change in capital goods spending was much lower than that seen in indirect materials and services, an expected result considering the longer time frames involved in planning and executing capital spend. Capital spend is considered less elastic in the short-run (i.e. less than one year), though long run capital spending trends respond, with some lag, to market conditions. This should be an intuitive result: many capital projects in the industrial sector are multi-year projects, and once committed generally follow through to completion. This being the case, it takes a longer period of time for firms to respond to both favorable and unfavorable market conditions as reflected in capital spending. Spending on direct and indirect materials is much more responsive in the short run to business cycle changes and perturbations, regardless of the direction of the change (increase in output or decrease).

An important consideration with respect to direct materials is seen in the proportion sourced outside of the local area. Considering that direct materials (or raw materials)



are largely imported into the local market (about two-thirds originates outside of the local area) for the purposes of value-added manufacturing in the production of final goods and services, this seems to speak to the importance of robust transportation infrastructure and the public investment required to facilitate efficient movement of these goods. Additionally, because they constitute the raw material inputs to final goods and services, they are generally of significantly lower value relative to the final good or service, and thus are highly sensitive to changes in transportation costs, such as are induced by roadway congestion and volatility in energy markets (rapidly rising fuel costs).

Conclusion

Five marine industrial firms were surveyed, which represent approximately 10% of direct jobs in the Portland Harbor. Wages for employment in Portland's marine industrial areas associated with trade, transportation, and manufacturing tends to be about 5% higher than the average wage level in the Portland region (Port of Portland Columbia Multimodal Corridor Study, 2012). Key findings include:

- Much of the procurement spending of these firms is in the local area (about 42% in 2012), with an additional substantial proportion coming from Oregon and Washington outside of the local area (14% in 2012), helping to drive job creation locally and regionally.
- Businesses in the Portland Harbor area are characterized as having profound, complex long-term economic connections to a variety of local firms including:
 - Planning and architecture firms
 - Law firms
 - Engineering firms
 - Skilled trades such as electricians
 - Graphic arts/media production firms
 - Suppliers of advanced manufacturing plant production equipment
 - Transportation companies
 - Suppliers of software and information technology



- Energy and utilities
- Firms purchase capital goods, services, materials and supplies from national and international firms, many of whom maintain a local presence such as a distributor, service center, or local warehouse, with local employees and representatives (in many such cases, firms remit payment to a non-local location such as a central accounts receivable processing center).
- Geographic analysis of the spending data revealed that firms demonstrate a preference to working with firms in the local and regional area due to proximity, ease of obtaining ongoing service, and the value of enlarging ties and relationships to the local market and community. In this way, firms form vertically-related clusters of industrial sectors, achieving scale and efficiency through the colocation of services and specialization of related activities.
- The activity of marine industrial firms in Portland in producing final goods and services generates hundreds of millions of dollars of revenue for local businesses annually through economic linkages.

Firms are competing in an increasingly volatile, uncertain global marketplace. Policy stability and certainty results in a public good as beneficiaries of the firms' economic activity. The rate of local spending grew faster than the change in overall spending year-over-year, suggesting that firms find efficiency in proximity and other aspects of local market procurement.

The activity of marine industrial firms in Portland in producing final goods and services generates hundreds of millions of dollars of revenue for local businesses annually through economic linkages. The ability of these key industrial firms to locate in Portland and achieve the necessary scale to compete globally derives from an interactivity of production factors, including land (appropriate sites to conduct business activity, complete with amenities and site characteristics such as water, rail, and highway access), labor (skilled professional and trades), and capital.

Portland (and regional) residents and businesses benefit from the many healthy marine industrial firms located within the harbor. Annually, these firms spend hundreds of millions of



dollars on goods and services with local businesses. The study confirmed that there is a strong economic linkage between big and small firms.

This analysis also illustrates the importance of considering indirect effects of public policy, in particular as they apply to the trade-offs between public investment in industrial reinvestment and expansion. The impact of land use or other policies and their specific impact on industrial development decisions have wider, aggregate economic implications which should be given consideration. When the effects of industrial development are considered in terms of procurement linkages, personal income, and employment (direct, induced, and indirect), an understanding of a significantly interlinked, interdependent economy emerges.



Appendix 1
Aggregate Procurement Data of Sample

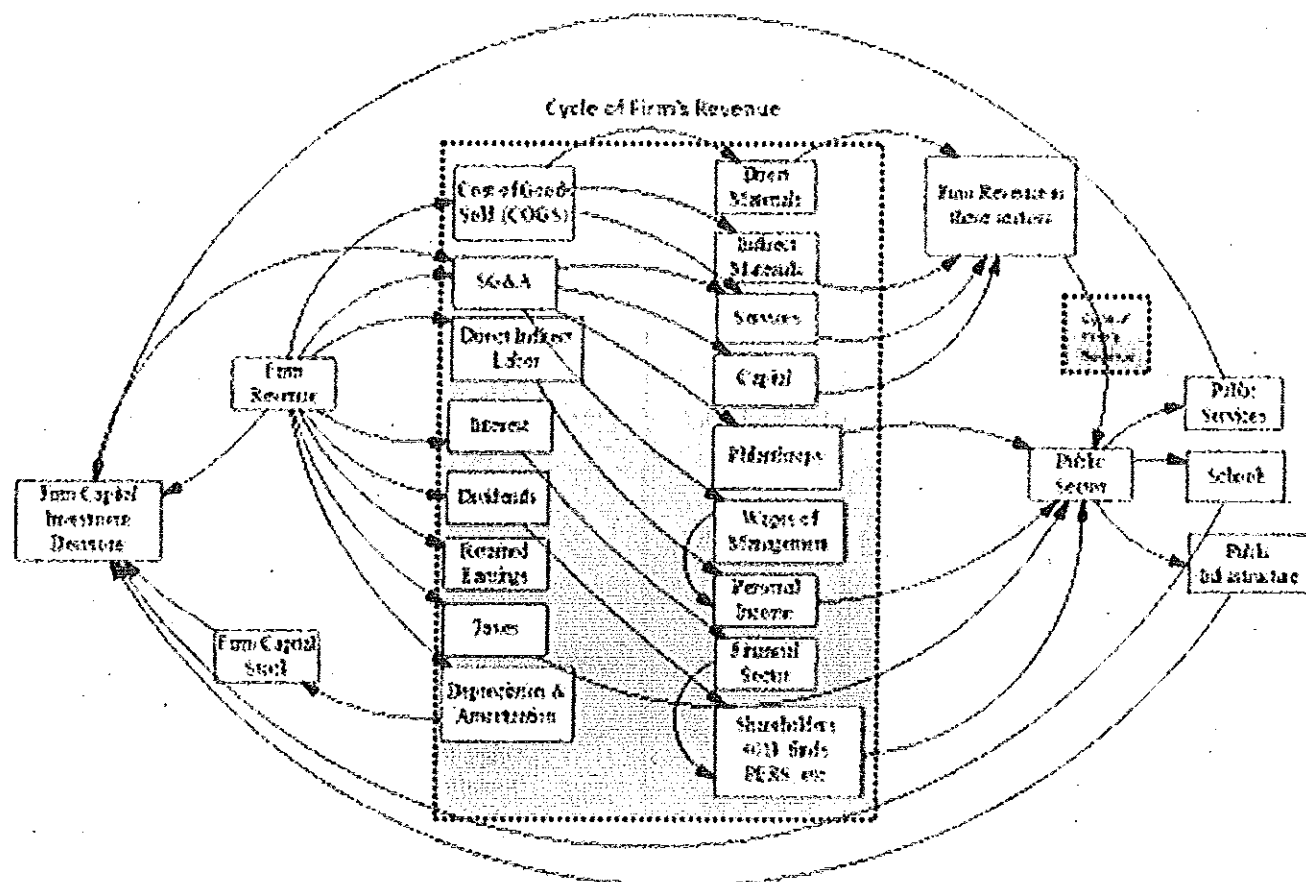
	<u>2012 Spend</u>		<u>2011 Spend</u>	
	Amount	Proportion	Amount	Proportion
Direct Materials				
Local	\$121,676,718.27	31%	\$126,247,855.38	27%
Regional	\$55,540,720.46	14%	\$73,117,590.90	16%
National	\$160,258,221.42	41%	\$201,088,333.52	44%
International	\$56,275,305.72	14%	\$59,991,510.37	13%
TOTAL	\$393,750,965.87	100%	\$460,445,290.17	100%
Capital Goods				
Local	\$8,707,653.10	45%	\$8,673,134.40	60%
Regional	\$2,761,046.06	14%	\$2,531,092.16	18%
National	\$7,205,226.91	37%	\$2,908,180.49	20%
International	\$676,690.29	3%	\$307,011.19	2%
TOTAL	\$19,350,616.36	100%	\$14,419,418.24	100%
Indirect Materials				
Local	\$40,693,241.42	82%	\$21,232,594.02	79%
Regional	\$4,273,852.99	9%	\$2,461,732.39	9%
National	\$4,690,663.32	9%	\$3,166,615.53	12%
International	\$184,311.79	0%	\$77,576.18	0%
TOTAL	\$49,842,069.52	100%	\$26,938,518.12	100%
Services Procured				
Local	\$108,426,986.85	54%	\$60,560,288.04	48%
Regional	\$33,362,383.58	17%	\$17,202,489.93	14%
National	\$35,704,977.60	18%	\$25,079,799.57	20%
International	\$21,573,835.04	11%	\$24,191,778.90	19%
TOTAL	\$199,068,183.07	100%	\$127,034,356.44	100%
AGGREGATE SPEND				
Local	\$279,504,599.64	42%	\$216,713,871.84	34%
Regional	\$95,938,003.09	14%	\$95,312,905.38	15%
National	\$207,859,089.25	31%	\$232,242,929.11	37%
International	\$78,710,142.84	12%	\$84,567,876.64	13%
TOTAL	\$662,011,834.82	100%	\$628,837,582.97	100%

Notes on data processing: The level of data processing performed by ONWC varied based on a respective firm's reporting capability robustness. One firm supplied summary data in the final format, as this was relatively simple for them to generate. In one case, a firm supplied ONWC with annual 1099 tax reporting data in Adobe pdf format, requiring the data to be extracted and re-entered into Excel format. Using internet search engines, each vendor's legal name, line of business, and geographic location(s) were ascertained. Perfect accuracy is not assumed as a result of this data analysis process.



Appendix 2

System Dynamics Model of Procurement



Appendix 3

Table Listing Examples of Local Businesses in Common among Sample

<u>Company Name</u>	<u>Street</u>	<u>City State</u>	<u>Zip</u>	<u>Description</u>	<u>Category</u>
ACME Construction Supply	330 SE Salmon St	Portland, OR	97214	Headquartered in Portland with multiple locations in different states; Sells power tools and building supplies	Indirect Materials
Advanced Finishing Systems	2304 N Killingsworth St	Portland, OR	97217	Headquartered in Portland with additional location in Kent, WA; sales and service of equipment and supplies for industrial coating, sealing, and finishing processes; designs and builds custom finishing equipment and systems; general contractor for on site building and installation of systems	Capital Goods
Ahern Rentals	3836 NE Columbia Blvd	Portland, OR	97211	Headquartered in Las Vegas, NV with several branch locations in many states; equipment rental company serving commercial, residential, industrial, and public market segments	Services
Air Liquide	6529 NW Front Ave	Portland, OR	97210	International supplier of industrial gases headquartered in France with presence in 80 countries; two local branches	Direct Materials
Airgas	3632 NE Columbia Blvd	Portland, OR		Supplier/distributor of industrial gases, machinery, tools, and supplies headquartered in Radnor Township, PA; several local branches	Indirect Materials
Alaska Copper & Brass	2440 SE Raymond St	Portland, OR	97202	Headquartered in Kent, WA with local location and other branch locations in CA and BC, Canada; supplier of metal products and fabrication services	Direct Materials
Albina Pipe Bending Co	12080 SW Myslony St	Tualatin, OR	97062	Single location company headquartered in Tualatin, OR; supplier of bent steel, metal tube bending, and pipe bending products and services	Services
Alliance Steel Distributors	3000 SE Hidden Way	Vancouver, WA	98661	Steel distributor/service center with single location/headquarters in Vancouver, WA	Direct Materials
Allied Electronics	6700 SW 105th Ave	Beaverton, OR	97008	Distributor of electronic components and electromechanical products with over 50 locations in US and Canada; headquarters in Ft. Worth, TX	Indirect Materials
AMEC	7376 SW Durham Road	Portland, OR	97224	Global engineering, project management, and consultancy company headquartered in London, UK with local office	Services



American Equipment Co	89 NE Columbia Blvd	Portland, OR	97211	Sales, rental, and service of industrial cleaning equipment such as pressure washers, parts washers, and steam cleaners; single location/headquarters in Portland, OR	Indirect Materials
American Metal Cleaning	9940 N Vancouver Way	Portland, OR	97217	Single location company headquartered in Portland, OR; provides industrial metal cleaning, stripping, and recovery services	Services
American Steel	525 S Sequoia Pkwy	Canby, OR	97013	With multiple locations in OR, WA, and CA with headquarters in Canby, OR, company is a metals processor and distributor/service center	Direct Materials
Anixter Inc	5107 NE 158th Ave	Portland, OR	97230	Global company in over 50 countries with two local locations headquartered in Glenview, IL; supplier of communications and security products, electrical and electronic wire and cable, fasteners, and components	Indirect Materials
Apex Laboratories	12232 SW Garden Pl	Portland, OR	97223	Chemical, mechanical, metallurgical, and environmental testing services provider located in Portland, OR	Services
Applied Industrial Technologies	5041 NW Front Ave	Portland, OR	97210	Global supplier/distributor of industrial products and supplies headquartered in Cleveland, OH	Indirect Materials
Argo International	13481 SE Johnson Rd	Portland, OR	97222	Global supplier/distributor of new units and spare parts for industrial motors, drives, controls, and pumps headquartered in New York, NY with a local office	Indirect Materials
Arjae Sheet Metal	8545 SE McLoughlin Blvd	Portland, OR	97222	Sole proprietorship in Portland, OR; sheet metal fabrication, commercial and industrial installation, HVAC/R service and repair	Direct Materials
Associated Hose Products	6326 NE Columbia Blvd	Portland, OR	97218	Single location distributor of industrial hose, fitting, and assembly products	Indirect Materials
Atlantic & Pacific Freightways	3001 SE Columbia Way	Vancouver, WA	98661	Locally-based truck transportation and logistics company operating throughout the US and Canada	Services
Atlasta Lock & Safe Co.	702 SE Grand Ave	Portland, OR	97214	Single location business providing locksmith services	Services
Batteries Plus	4812 SE 82nd Ave	Portland, OR	97266	Supplier of batteries and light bulbs with franchise locations in 46 states and Puerto Rico; multiple local locations; headquartered in Hartland, WI	Indirect Materials
Baxter Auto Parts	9444 N Whitaker Rd	Portland, OR	97217	Auto parts supplier with multiple locations in OR, WA, and CA	Indirect Materials



Beckwith & Kuffel Inc.	1614 NE 99th St	Vancouver, WA	98665	Offices in Seattle, WA, Vancouver, WA, and Spokane, WA; sales and service for industrial pumps, compressors, and blowers	Capital Goods
Benchmark Industrial Services	2245 NW Suffolk St	Portland, OR	97210	Industrial contractor providing services from equipment maintenance to complex capital projects with offices in Portland, OR, Seattle, WA, and Spokane, WA	Services
Bernert Barge Lines	421 High Street	Oregon City, OR	97045	Provider of inland waterway transportation services (tug and barge) with local history dating back to the late 1800s	Services
BestBuy	1772 Jantzen Beach Center	Portland, OR	97217	International electronics retailer headquartered in Richfield, MN	Indirect Materials
Blast Cleaning Services	21720 SW Oregon St	Sherwood, OR	97140	Single location contractor/manufacturer supplying and constructing blast cleaning systems (blastrooms, shotblast machines, automated airblast machines, shot peening machines, etc.)	Capital Goods
BNSF Railway	3930 NW Yeon Ave	Portland, OR	97210	Transcontinental railroad transportation and logistics service provider headquartered in Ft. Worth, TX	Services
Brake Systems Inc	2221 NE Hoyt St	Portland, OR	97232	Single location manufacturer, remanufacturer, distributor and engineer of brakes, valves, compressors, and related products and equipment	Indirect Materials
Branom Instrument Co	8435 N Interstate Pl	Portland, OR	97217	Seattle, WA headquartered supplier/servicer of products and services for industrial and municipal testing, control, monitoring, and calibration instruments and equipment; locations in multiple states	Indirect Materials
Buckaroo Thermoseal Inc	5410 NE 109th Ave	Portland, OR	97220	Single location roofing contractor	Services
Cal-Cert Co	6709 SE Lake Rd	Portland, OR	97222	Portland, OR based provider of calibration certification equipment and services	Services
CalPortland	1050 N River St	Portland, OR	97210	Glendora, CA headquartered supplier of cement, concrete, aggregates, asphalt, building products, and construction services with multiple local locations	Direct Materials
Carlson Testing Inc	8430 SW Hunziker Rd	Portland, OR	97223	Tigard, OR headquartered construction inspection, materials testing, and geotechnical engineering services company with branch office locations in Oregon	Services
Carson Oil Co	3125 NW 35th Ave	Portland, OR	97210	Portland, OR headquartered supplier of petroleum products and services with branch offices throughout Oregon	Indirect Materials



ade Architectural & Engineering	8916 NE Alderwood Rd	Portland, OR	97220	Seattle, WA based company providing equipment, supplies, reprographics and related support for the architectural and engineering sectors	Services
Cascade Columbia Distribution	14200 SW Tualatin Sherwood Rd	Sherwood, OR	97140	With offices in Sherwood, OR, Seattle, WA, and Spokane, WA, company provides chemicals and related supplies and equipment with expertise in aerospace, compounding, electronics, food manufacturing, metal plating, and water treatment industries	Indirect Materials
Cascade Controls	19785 NE San Rafael St	Portland, OR	97230	Portland, OR based contract manufacturer of engineered production systems and controls for semiconductor, agriculture, food processing, marine, crane and hoist, municipal, petrochemical, forest products, power generation, solar, wind, recycling, and soil/water reclamation industries	Services
Cascade Pipe & Supply	2519 N Hayden Island Dr	Portland, OR	97217	Bakersfield, CA based supplier, distributor, and manufacturer of industrial pipe, fittings, and supplies	Direct Materials
Centurylink	2201 NE Lloyd Blvd	Portland, OR	97232	Monroe, LA headquartered telecommunications service provider	Services
C o Inc	4222 NE Columbia Blvd	Portland, OR	97218	Single location company providing sales and rental of construction equipment and supplies	Capital Goods
Chapel Steel Co	4200 NW Yeon Ave	Portland, OR	97210	Steel service center based in Philadelphia, PA with locations in US and Canada	Direct Materials
Chas H Day Co Inc	602 SE 11th Ave	Portland, OR	97214	Single location business providing sales and service of electric and pneumatic tools and supplies	Indirect Materials
Christenson Electric Inc	111 SW Columbia St	Portland, OR	97201	Portland, OR based electrical contractor	Services
Christenson Oil	3865 NW St Helens Rd	Portland, OR	97210	Single location supplier of petroleum products and services	Indirect Materials
City Club of Portland	901 SW Washington St	Portland, OR	97205	Nonprofit education and research based civic organization	Services
Coast Crane & Equipment Co	1601 NE Columbia Blvd	Portland, OR	97218	Sales, rental, and service of industrial cranes and equipment with locations throughout the Western US, including Alaska and Hawaii	Capital Goods
Conrey Electric	1903 SE 7th Ave	Portland, OR	97214	Single location sales and service provider of electric motors	Capital Goods
Consolidated Electrical Distributors	2555 NW Nicolai St	Portland, OR	97210	Single location supplier of electrical components and supplies	Indirect Materials
Continental Western Corp	12021 NE Erin Way	Portland, OR	97220	San Leandro, CA based distributor of industrial supplies	Indirect Materials



Contractor Plan Center	5468 SE International Way	Milwaukie, OR	97222	Milwaukie, OR based membership organization connecting contractors, owners, architects, manufacturers, and suppliers to facilitate project bidding	Services
Control Factors Inc	3271 NE Cleveland Ave	Portland, OR	97030	Manufacturers representative and distributor located in Gresham, OR of process flow and filtration/separation components	Indirect Materials
Cook Engine Co	530 NE Tomahawk Island Dr	Portland, OR	97217	Marine engine repair and service provider	Indirect Materials
Copiers NW Inc	11000 SW 11th St	Portland, OR	97005	Provider of copy and printing equipment, software solutions, and services based in Seattle, WA	Capital Goods
Cummins Northwest Inc	4711 N Basin Ave	Portland, OR	97217	Distributor and supplier of Cummins engine products and services; Portland, OR based with locations throughout the Pacific NW and Alaska	Indirect Materials
Curran Coil Spring Inc	9265 SW 5th St	Wilsonville, OR	97070	Manufacturer of custom industrial torsion springs, extension springs, and compression springs	Direct Materials
Daily Journal of Commerce	921 S.W. Washington St.	Portland, OR	97205	Supplier of media services	Services
DEX Media West LLC	10200 SW Greenburg Rd	Portland, OR	97223	Supplier of media services	Services
DHL	15509 NE Airport Way	Portland, OR	97230	Worldwide transportation and logistics services provider	Services
Direct Transport Inc	27600 SW 95th Ave	Wilsonville, OR	97070	Provider of regional courier and freight services	Services
Documart	3310 NW Yeon Ave	Portland, OR	97210	Supplier of print services	Services
Don Thomas Petroleum Inc	2727 NW St Helens Rd	Portland, OR	97210	Petroleum, fuel, oil, and lubricant distributor in the Portland Metro area since	Indirect Materials
Earle M Jorgensen Co	16440 N.E. Mason Street	Portland, OR	97230	Supplier/service center of steel and aluminum bar, tubing, and plate; headquartered in Lynwood, CA	Direct Materials
EC Powersystems	1805 NW 21st Ave	Portland, OR	97209	Portland, OR based sales, rentals, and service of generators and engines	Capital Goods
EJ Bartells Co	19039 NE Portal Way	Portland, OR	97230	Distributor, fabricator, manufacturer and refractory services contractor in the Western U.S., and insulation services contractor in the Pacific NW; based in Renton, WA	Services
Elephant's Delicatessen	115 NW 22nd Ave	Portland, OR	97210	Catering and food services	Services
Elmer's Flag & Banner	1332 NE Broadway St	Portland, OR	97232	Manufacturer and distributor of flags, banners, and related supplies and materials	Services



ald Services Inc.	1300 W 12th St	Vancouver, WA	98660	Seattle, WA based supplier of processing and recycling services of wastewater and oil products	Services
Empire Rubber & Supply	80 SE Taylor St	Portland, OR	97214	Supplier and installer of conveyor belt and related industrial goods with locations in Portland, OR and Pasco, WA	Indirect Materials
EOFF Electric Co	1624 SE Grand Ave	Portland, OR	97214	Provider of electrical supplies, components, and equipment based in Portland, OR with locations throughout OR and SW WA	Indirect Materials
ERM West Inc	1001 SW 5th Ave	Portland, OR	972043	Global provider of environmental, health, safety, risk, and social consulting services	Services
Evraz Inc	14400 N Rivergate Blvd	Portland, OR	97203	Chicago, IL based international producer of steel products with pipe, tube, and plate rolling mills in Portland, OR	Direct Materials
F&F Grinding Inc	9442 N Ramsey Blvd	Portland, OR	97203	Single location provider of grinding, sawing, burning, and cutting services	Services
Farwest Steel Corp	3703 NW Gateway Ave	Vancouver, WA	98660	Eugene, OR based steel service and fabrication/manufacturing center	Direct Materials
Fastenal Co	308 SE Taylor St	Portland, OR	97214	Winona, MN based supplier of industrial products and services	Indirect Materials
Fastsigns	10309 SE 82nd Ave	Portland, OR	97086	Provider of signs, banners, and vehicle graphics based in Carrollton, TX	Indirect Materials
Faulkner / motive Electric	1831 NW 28TH Ave	Portland, OR	97210	Single location car parts and accessories manufacturing services provider	Services
FE Bennett	739 NE Broadway St	Portland, OR	97232	Portland, OR based vendor of material handling equipment and supplies	Indirect Materials
FedEx	4344 N Port Center Way	Portland, OR	97217	Global transportation and logistics provider based in Memphis, TN	Services
Ferguson Enterprises Inc	2121 N Columbia Blvd	Portland, OR	97217	Plumbing and building products supplier based in Newport News, VA; subsidiary of UK-based Wolseley	Indirect Materials
Ferrellgas	641 NE Lombard St	Portland, OR	97211	Provider of propane distribution and services headquartered in Overland Park, KS	Indirect Materials
Finishing Technologies	5924 NE 112th Ave	Portland, OR	97220	Portland, OR based technical finishing equipment distributor and servicer	Capital Goods
First Response Systems	4970 SW Griffith Dr	Beaverton, OR	97005	Alarm, security, and surveillance services provider based in Beaverton, OR	Services
Fisherman's Marine Supply	901 N Columbia Blvd	Portland, OR	97217	Marine equipment and supplies provider based in the Portland, OR area with three local facilities	Indirect Materials
Fluid Connector Products Inc	2929 NW 31st Ave	Portland, OR	97210	Portland, OR based provider of hydraulic systems equipment and supplies	Indirect Materials
Forklift Services of Oregon	7001 NE Columbia Blvd	Portland, OR	97218	New and used forklift sales, rental, and service	Capital Goods



Fred Meyer	3800 SE 22nd Ave	Portland, OR	97202	Retail department store chain; subsidiary of Cincinnati, OH based Kroger Co.	Indirect Materials
Galvanizers Company	2406 NW 30th Ave	Portland, OR	97210	Portland, OR based galvanizing manufacturer	Services
Gasket Technology Inc.	23605 NE Halsey St	Troutdale, OR	97060	Troutdale, OR based manufacturer of industrial gaskets	Indirect Materials
General Tool & Supply Co	2705 NW Nicolai St	Portland, OR	97210	Supplier of industrial bearings, hydraulics, material handling, and other related supplies and services	Indirect Materials
Grabber Construction Products	13011 SE Jennifer Street	Clackamas, OR	97015	International distributor and manufacturer of fasteners, tools, equipment, and building materials for construction industry; based in Alpine, UT	Indirect Materials
Grainger	6335 N Basin Ave	Portland, OR	97217	Global supplier of maintenance, repair and operating products based in Lake Forest, IL	Indirect Materials
Graybar Electric Co Inc	901 NE 60th Ave	Portland, OR	97213	St. Louis, MO based supply chain management services provider and distributor of high-quality components, equipment and materials for the electrical and telecommunications industries	Indirect Materials
Green Transfer & Storage	10099 N Portland Rd	Portland, OR	97203	Warehousing, transloading, storage, trucking and logistics provider	Services
Gresham Transfer Inc	24001 NE Sandy Blvd	Wood Village, OR	97060	Specialized/heavy haul and dry bulk truck transportation and logistics provider	Services
Gunderson LLC	4350 NW Front Ave	Portland, OR	97210	Lake Oswego, OR based international manufacturer of railcars, marine barges, and related components and services	Direct Materials
Hall Tool Co	1724 SE Grand Ave	Portland, OR	97214	Single location provider of hand tools and industrial supplies	Indirect Materials
Harbor Freight Tools	1335 N Mason St	Portland, OR	97217	Supplier of hand tools, generators, power tools, air tools, and related hardware and equipment with over 400 retail locations; based in Southern CA	Indirect Materials
Hardchrome Inc	1152 NW Commerce Ct	Estacada, OR	97023	Single location plating and polishing business	Services
Harmer Steel Products Co	9933 NW 107th Ave	Portland, OR	97231	Portland, OR based supplier of rail and track accessories with locations in the US and Canada	Direct Materials
Harsco Infrastructure Americas	3909 Nw Fruit Valley Road	Vancouver, WA	98660	Provider of construction and industrial maintenance services with operations in 32 countries; headquartered in Camp Hill, PA and Fair Lawn, NJ	Services
Hertz Equipment Rental Corp	4939 NE Columbia Blvd	Portland, OR	97218	Rental and sales of generators, construction equipment, and material handling equipment	Services



Hurt Inc	316 SE Taylor St	Portland, OR	97214	Liechtenstein based supplier of tools and fastening systems; operates in over 120 countries; N. American headquarters in Tulsa, OK	Capital Goods
Home Depot	1728 N Jantzen Ave	Portland, OR	97217	Atlanta, GA based home improvement retailer	Indirect Materials
Honey Bucket	2301 SE Hidden Way	Vancouver, WA	98661	Puyallup, WA based supplier of mobile sanitation services	Services
Hydra Power Systems Inc	5445 NE 122nd Ave	Portland, OR	97230	Portland, OR headquartered supplier of fluid hydraulic parts and components	Capital Goods
Hydraulics Inc	713 W 11th St	Vancouver, WA	98660	Single location provider of hydraulic supplies and hose manufacturing services, as well as cylinder, pump, and motor repair	Indirect Materials
IGI Resources Inc	415 W 6th St	Vancouver, WA	98660	Petroleum bulk stations and terminals provider	Indirect Materials
IKON Office Solutions	851 SW 6th Ave	Portland, OR	97204	Global provider of Ricoh copy and printing equipment, software solutions, and services	Services
IMR KHA Portland LLC	5687 SE International Way	Portland, OR	97222	Mechanical, chemical, metallurgical, and corrosion testing and analysis services provider	Services
Industrial Tire	7331 NE Killingsworth St	Portland, OR	97218	Industrial tire, wheel, and auto repair services based in Portland, OR with six Pacific Northwest facilities	Indirect Materials
Integra Telecom	825 NE Multnomah St	Portland, OR	97232	Portland, OR based telecommunications services provider	Services
Integrated Power Services	2315 NW 21st Pl	Portland, OR	97210	Provider of repair and maintenance services for electric motors, generators, and mechanical power transmission components based in Greenville, SC with locations throughout the US	Services
International Inspection Inc	10521 N Lombard St	Portland, OR	97203	Provider of nondestructive testing and examination services	Services
IRC Aluminum & Stainless Inc	9038 N Sever Ct	Portland, OR	97203	Single location nonferrous metal service center	Indirect Materials
Iron Horse Group	5501 NE 223rd Ave	Fairview, OR	97024	Single location utility and industrial services provider	Services
JJ Calibrations Inc	7007 SE Lake Rd	Portland, OR	97267	Instrument calibration services provider based in Portland, OR	Services
John C. Murdoch Inc	5555 N Channel Ave	Portland, OR	97217	Marine surveyor located in Portland, OR	Services
Johnstone Supply	11632 NE Ainsworth Circle	Portland, OR	97220	Wholesale distributor to the HVAC/R and property maintenance industries	Indirect Materials
Jubitz Corp	33 NE Middlefield Road	Portland, OR	97211	Transportation services company offering commercial fueling and travel services to fleets, professional drivers, and the local and traveling public based in Portland, OR	Services



Kaman Industrial Technologies	1703 NE Argyle St	Portland, OR	97211	Provider of a wide range of products and systems related to bearings, mechanical and electrical power transmission, automation & control, material handling, and fluid power for the MRO and OEM markets based in Bloomfield, CT	Indirect Materials
Kleen Blast Co	3747 North Suttle Road	Portland, OR	97217	Provides abrasives, sandblasting equipment and supplies	Indirect Materials
Koldkist Bottled Water	909 N Columbia Blvd	Portland, OR	97217	Producer, marketer and distributor of high-quality packaged ice	Services
KY-RO Inc	18209 SW Boones Ferry Rd	Tigard, OR	97224	Single location provider of profile and plate rolling services	Direct Materials
LaGrand Industrial Supply Co	2620 SW 1st Ave	Portland, OR	97201	Single location distributor of foundry supplies, equipment and industrial products	Indirect Materials
Lampros Steel Inc	9040 N Burgard Way	Portland, OR	97203	Specialty structural steel service center and warehousing based in Portland, OR	Direct Materials
Landa Northwest	11811 NE Marx St	Portland, OR	97220	Single location business selling and servicing industrial pressure washers, parts washers, water treatment systems, and heaters	Capital Goods
Landmark Equipment	625 NE Killingsworth St	Portland, OR	97218	Single location business providing equipment sales, rentals, parts, and repair and maintenance services	Capital Goods
Legacy Laboratory Services	1225 NE 2nd Ave	Portland, OR	97232	Laboratory services provider serving physicians, hospitals, employers, IPAs, and patients; based in Portland, OR	Services
Les Schwab	2140 NE Columbia Blvd	Portland, OR	97211	Provider of tires and automotive repair services based in Prineville, OR	Indirect Materials
Locates Down Under Inc	16119 S Clackamas River Dr	Oregon City, OR		Providing underground wire and cable laying contracting services based in Oregon City, OR	Services
Mac's Radiator & Repair	6147 SE Foster Rd	Portland, OR	97206	Cooling system repairs, products, and services provider based in Portland, OR with nine Pacific NW facilities	Services
Magnetic Specialties Inc	9812 SE Empire Ct	Clackamas, OR	97015	Provider of wholesale magnets and magnetic devices based in Clackamas, OR	Indirect Materials
Marco	7105 SW Varns Street	Portland, OR	97223	Portland, OR based supplier of promotional products, awards, company apparel, and incentive items	Indirect Materials
Marine Lumber Co Inc	11800 SW Myslony St	Tualatin, OR	97062	Single location wholesale lumber sales and distribution	Indirect Materials
Mariner's Supply Co Inc	4865 N Lagoon Ave	Portland, OR	97217	Supplier of marine parts and products based in Bainbridge Island, WA	Indirect Materials
Marks Metal Technology	10300 SE Jennifer St	Clackamas, OR	97015	Single location metal and steel processor, specializing in rolling plate and structural profiles, concrete pipe forms and custom fabrication	Direct Materials



Mccott Equipment Co	435 NE Hancock St	Portland, OR	97212	Sales, service, and installation of petroleum equipment	Services
Mason's Supply Co	2637 SE 12th Ave	Portland, OR	97202	Construction supplies business with locations in OR and WA; based in Portland, OR	Indirect Materials
Matheson Tri-Gas Inc	13129 NE David Cir	Portland, OR	97230	Global supplier of industrial and scientific gases and gas handling equipment; subsidiary of Tokyo, Japan based TNS Corp	Indirect Materials
McGuire Bearing Co Inc	947 SE Market St	Portland, OR	97214	Regional distributor of bearings and power transmission products headquartered in Portland, OR	Indirect Materials
McKinney Trailers & Containers	12008 NE Inverness Dr	Portland, OR	97220	Tractor trailer and shipping container rental, leasing, sales and service	Capital Goods
Mesher Supply Co	312 SE Stark St	Portland, OR	97214	Wholesale plumbing supply company based in Portland, OR	Indirect Materials
Metro Overhead Door Inc	2525 NE Columbia Blvd	Portland, OR	97211	Repair, service and installation of garage doors and gate automation based in Portland, OR	Services
Milwaukie Crane & Equipment Co	10250 SW North Dakota St	Tigard, OR	97223	Designs, manufactures, installs and services complete overhead material handling systems and stocks hoists, trolleys, accessories, replacement parts and provides service based in Portland, OR	Services
Mobile Mini Inc	5940 NE Cully Blvd	Portland, OR	97218	Global company providing rental and sales of portable self storage containers, shipping containers, and mobile offices based in Tempe, AZ	Capital Goods
Modspace Corp	13132 N. Woodrush Way	Portland, OR	97203	Providing modular building and construction trailer rental, leasing, and sales based in Berwyn, PA	Services
Monster Fuses	5440 SE 26th Ave	Portland, OR	97202	Two location company with offices in Portland, OR and Fairfield, NJ; Supplier of new, surplus, and out of production fuses and switchgear components	Indirect Materials
Morgan Industrial Inc	23810 NW Huffman St	North Plains, OR	97124	Providing specialized heavy rigging, transportation, machinery moving, millwright, architectural, and process equipment movement services based in the Hillsboro, OR area	Services
Motion Industries Inc	940 Northeast 57th Avenue	Portland, OR	97213	Distributor of industrial MRO supplies based in Birmingham, AL; subsidiary of Genuine Parts Company of Atlanta, GA	Indirect Materials
MSC Industrial Supply Co Inc	12207 NE Marx St	Portland, OR	97230	Distributor of MRO supplies, industrial equipment and tools based in Melville, NY	Indirect Materials
Mt Hood Solutions Co	14546 N Lombard Street	Portland, OR	97203	Subsidiary of Charlott, NC based Swisher; supplier of industrial hygiene products and services	Indirect Materials



Napa Auto Parts	10515 N Lombard St	Portland, OR	97203	Distributor and retailer of auto parts, tools, and supplies; subsidiary of Atlanta, GA based Genuine Parts Company	Indirect Materials
NDE Professionals Inc	13339 NE Airport Way	Portland, OR		Provider of quality control consulting, and nondestructive testing and training services including radiography, ultrasonic, penetrant and magnetic particle based in Portland, OR	Services
Ness & Campbell Crane Inc	5730 NE 138th Ave	Portland, OR	97230	Main division offices in Portland, OR and Seattle, WA with branch offices throughout Western OR and WA; provider of fixed and mobile crane and lift services	Services
Norlift of Oregon Inc	7373 SE Milwaukie Expressway	Portland, OR	97222	Supplier of new, used, rental and material handling products and services based in Portland, OR	Services
North Coast Electric Co	625 N Thompson St	Portland, OR	97227	Provider of electrical supplies, components, distribution and related services with locations throughout the Pacific NW and Alaska	Indirect Materials
Northside Ford	6221 NE Columbia Blvd	Portland, OR	97218	New and used Ford truck dealership	Capital Goods
Northwest Pump & Equipment Co.	2800 NW 31st Ave	Portland, OR	97210	Distributor of petroleum equipment, industrial pumps, and car wash systems and related services with locations throughout the Western US	Indirect Materials
Northwest Scaffold Service Inc	11211 SE Foster Rd	Portland, OR	97266	Provides services in the estimation, design, supply, erection & dismantling of suspended scaffold (swingstaging), frame scaffold, temporary weather enclosures, and shoring based in Portland, OR	Services
NRC Environmental Services Inc	6211 N Ensign St	Portland, OR	97217	Provision of environmental, industrial and emergency solutions; global company based in Great River, NY	Services
NW Natural Gas Co	220 NW 2nd Ave.	Portland, OR	97209	Natural gas utilities service provider/supplier based in Portland, OR	Services
Oak Harbor Freight Lines Inc	9026 NE 13th Ave	Portland, OR	97211	Truck transportation and logistics services provider based in Auburn, WA with terminal locations throughout the Western US	Services
Office Depot	323 SE Martin Luther King Jr Blvd	Portland, OR	97214	National retail chain/supplier of office products, business machines, computers, computer software and office furniture, and business services including copying, printing, document reproduction, shipping, and computer setup and repair; based in Boca Raton, FL	Indirect Materials



Filter Service Co	615 SE Market	Portland, OR	97214	Single location provider of filters and hose assemblies, and manufacturer of custom fittings and adapters	Indirect Materials
Olympic Tug & Barge Inc	7900 NW St Helens Rd	Portland, OR	97210	Division of Seattle, WA base Harley Marine Services and provider of marine tug, barge, and port assist transportation and logistics services	Services
Oregon Bolt Inc	14965 SW 72nd Ave	Tigard, OR	97224	Provider of industrial threaded fasteners and related items based in Tigard, OR	Indirect Materials
Oregon Breakers Inc	3365 SE 17th Ave Portland	Portland, OR	97202	Single location supplier of electrical components and supplies	Capital Goods
Oregon Carbide Saw	1713 SE 7th Ave	Portland, OR	97214	Provides precision sharpening and manufacturing service for saws, cutters, routers, and coldsaws; based in Portland, OR	Services
Oregon Ironworks Inc	9700 SE Lawnfield Rd	Clackamas, OR	97015	Engineering, fabrication, and manufacturing business based in Clackamas, OR	Direct Materials
Oregon Sandblasting & Coating Inc	10000 SW Herman Rd	Tualatin, OR	97062	Provider of industrial painting, coating, sandblasting, and finishing services based in Tualatin, OR	Services
Oregon Tractor	6455 NE Columbia Blvd	Portland, OR	97218	Portland, OR based supplier of new and used heavy equipment sales, rentals, and repair and maintenance services with branch location in Roseburg, OR	Capital Goods
OTS Wire & Insulation Inc	9155 SW Barber St	Wilsonville, OR	97070	Supplier of electrical supplies & equipment for the motor repair and transformer industry based in Wilsonville, OR	Capital Goods
Ott's Friction Supply Inc	201 N Columbia Blvd	Portland, OR	97217	Portland, OR based distributor and supplier of automotive and mechanical friction products such as brakes and clutches; branch location in Eugene, OR	Indirect Materials
Oxford Inn & Suites	12226 N Jantzen Dr	Portland, OR	97217	Local hotel and hospitality provider	Services
Pacific Fence	13770 SE Ambler Rd	Clackamas, OR	97015	Supplier of fencing installation and manufacturing services specializing in railings, gates, chain link, and vinyl; single location in Clackamas, OR	Services
Pacific Machinery & Tool Steel	3445 NW Luzon St	Portland, OR	97210	Portland, OR based specialty metal service center	Indirect Materials
Pacific Power Products	600 S 56th Pl	Ridgefield, WA	98642	Ridgefield, WA based provider of sales and service of diesel engines, transmissions and parts for trucks, buses, coaches, heavy duty construction equipment, marine, rail and power generation; locations throughout OR, WA, AK, and HI	Services
Palm Abrasive & Tool Inc	905 SE 14th Ave	Portland, OR	97214	Wholesaler of abrasives, tools, and related supplies in Portland, OR	Indirect Materials



Pape Material Handling Inc	7000 SW Sandburg St	Portland, OR	97223	Provider of sales, rental, and product support of lift trucks and material handling equipment based in Eugene, OR	Capital Goods
Paramount Supply Co	816 SE Ash St	Portland, OR	97214	Supplier of pipe, valves, fittings, pumps, filters, gaskets, steam products, and other industrial specialties with branches throughout the Western US and Alaska	Indirect Materials
Parr Lumber Co	6250 NE Martin Luther King Jr Blvd	Portland, OR	97211	Supplier/distributor of building products, hardware, and tools based in Hillsboro, OR with 31 locations in OR, WA, and AZ	Indirect Materials
Peninsula Truck Lines Inc	3182 NW 26th Ave	Portland, OR	97210	Regional less-than-truckload truck transportation and logistics provider based in Auburn, WA with locations throughout the Pacific NW and Vancouver, BC	Services
Performance Contracting Inc	5555 N Channel Avenue,	Portland, OR	97217	Specialty contractor providing services to industrial, commercial, and non-residential markets based in Lenexa, KS; services include interiors, insulation, scaffold services, and abatement	Services
Peterson Industrial Products Inc	2300 NW 29th Ave	Portland, OR	97210	Supplier of industrial hoses, fittings, cylinders, pumps, valves, meters, and other products for use in hydraulics, pneumatics, instrumentation, and sanitary applications based in Portland, OR	Indirect Materials
Peterson Machinery Co	4421 NE Columbia Boulevard	Portland, OR	97218	Supplier of new and used heavy equipment sales, rentals, and repair and maintenance services headquartered in the San Francisco, CA Bay Area	Capital Goods
Petrocard Systems Inc	9885 SE Mather Rd	Clackamas, OR	97015	Supplier of fleet fueling, mobile fueling, cardlock fueling, and lubricant supply services based in Kent, WA	Indirect Materials
Pinnell Busch Inc	6420 SW Macadam Ave	Portland, OR	97239	Project management consultancy for the design and construction industry based in Portland, OR	Services
Pioneer Wiping Cloth	10707 N Lombard St	Portland, OR	97203	Supplier of industrial wiping cloth, absorbent products, and recycling services based in Portland, OR	Indirect Materials
Platt Electric Supply Inc	3053 NW 29th Ave	Portland, OR	97210	Distributor and wholesaler of electrical, industrial, lighting, tools, fuses, control and automation products with locations throughout the Western US	Indirect Materials
Pope Rigging Loft Inc	2355 NW 21st Pl	Portland, OR	97210	Supplier of marine rigging products and services based in Portland, OR	Indirect Materials
Port Plastics	7500 SW Tech Center Dr	Portland, OR	97223	Supplier of plastic materials, components, and related products based in Chino Hills, CA	Indirect Materials



Supply	1176 N Hayden Meadows Dr	Portland, OR	97217	Watsonville, CA based wholesale distributor of marine related products	Indirect Materials
Portland Business Alliance	200 SW Market St	Portland, OR	97201	Local commerce association	Services
Portland Community College	12000 SW 49th Ave	Portland, OR	97219	Local higher educational institution	Services
Portland Compressor	310 SE 12th Ave	Portland, OR	97214	Single location distributor, dealer, and service center of compressors, sprayers, pressure washers, and related products and services	Capital Goods
Portland Fasteners Inc	3103 NW St. Helens Road	Portland, OR	97210	Single location supplier of industrial fasteners and construction supplies	Indirect Materials
Portland General Electric Corp	3700 SE 17th Ave	Portland, OR	97202	Investor-owned utility engaged in the generation, transmission and distribution of electricity to industrial, commercial and residential customers	Services
Portland Valve & Fitting Co	815 SE Sherman St	Portland, OR	97214	Supplier/distributor of hoses, flexible tubing, fittings, filters, regulators, measurement devices and related products and support services; trade name of Portland, OR based Swagelok Northwest US, part of global Solon, OH based Swagelok Company	Indirect Materials
Porter Webster Co	41 NE Walker St	Portland, OR	97211	Supplier of new and remanufactured truck and trailer parts headquartered in Portland, OR with branch locations throughout the region	Indirect Materials
Power Serv Inc	10931 N. Vancouver Way	Portland, OR	97217	Kansas City, MO based distributor, reconitioner, and remanufacturer of railcar moving equipment	Services
PPI Group	6015 NE 80th Ave	Portland, OR	97218	Portland, OR based supplier of software and hardware solutions to the architecture, engineering, and construction industries	Services
Praxair Distribution	603 SE Victory Ave	Vancouver, WA	98661	Supplier of industrial gases and related services based in Danbury, CT	Indirect Materials
Precise Manufacturing & Engineering	12403 Ne 60th Way	Vancouver, WA	98682	Provider of engineering services to operators of blast furnaces and steel mills based in Vancouver, WA	Services
Precision Equipment Inc	8440 N Kerby Ave	Portland, OR	97217	Industrial parts repair and custom manufacturing based in Portland, OR	Services
Precision Hydraulics LLC	2715 NW St Helens Rd	Portland, OR	97210	Portland, OR based tooling hydraulic outfitter	Services
Premier Gear & Machine Works	1700 NW Thurman St	Portland, OR	97209	Portland, OR based manufacturer of machinery, gears, and controls and machine and gear shop services	Services
Premier Rubber & Sunoly	9841 N Vancouver Way	Portland, OR	97217	Portland, OR based rubber products wholesaler	Indirect Materials



Proctor Sales Inc	27180 SW 95th Ave	Wilsonville, OR	97070	Sells & services engineered mechanical solutions including boilers, pumps, controls, valves, burners, stack, tanks, hydronic and steam solutions; offices located in OR, WA, and AK	Services
Production Sawing	18205 Sw Boones Ferry Rd	Tigard, OR	97224	Tigard, OR based metal slitting and shearing business	Services
PSI Inc	6032 N Cutter Cir	Portland, OR	97217	Oakbrook Terrace, IL based company provides engineering, scientific, technical and management solutions to public and private sector clients	Services
Rain for Rent	11035 NE Marx St	Portland, OR	97220	Provider of temporary liquid handling solutions including pumps, tanks, filtration and spill containment based in Bakersfield, CA	Services
Red-D-Arc Inc	7315 NE 43rd Ave	Vancouver, WA	98661	Subsidiary of Radnor Township, PA based Airgas Inc.; provider of welding and welding-related rental products and services throughout North America	Capital Goods
Redmond Heavy Hauling Inc	613 NE Columbia Blvd	Portland, OR	97211	Portland, OR based provider of heavy hauling and specialized truck transportation and logistics services	Services
Reed Electric Co	2539 NW Vaughn St	Portland, OR	97210	Single location provider of motor repair and field services, and new motor sales	Services
Rem Steel Sales Inc	9109 N Wilbur Ave	Portland, OR	97217	Portland, OR based distributor of prime, excess prime, and secondary flat rolled steel products	Direct Mater..
Rexel Inc	20171 SW 95th Ave	Tualatin, OR	97062	Subsidiary of Rexel Group based in Paris, France; Distributor of electrical supplies	Indirect Materials
Rigging Products Inc	2242 NE Columbia Blvd	Portland, OR	97211	Single location provider of rope, rigging, logging, industrial chain, and related products and services	Direct Materials
Rodda Paint Co	6107 N Marine Dr	Portland, OR		Portland, OR based provider of paint color matching services, spray equipment sales and rentals, and paint sales	Indirect Materials
Rogers Machinery	14600 SW 72nd Ave	Portland, OR	97224	Portland, OR based industrial equipment supplier, providing technical services, engineering, consultation, and products such as compressed air systems, process and house vacuum systems, and blower and pump systems; branch locations throughout the Western US	Capital Goods
Rogers Marine	3445 NE Marine Dr	Portland, OR	97211	Single location provider of sales, service, and installation of boat equipment, marine electronics, radar, GPS, depth sounders, and related marine products	Capital Goods



I. City Awning Co	1638 NW Overton St	Portland, OR	97209	Portland, OR based sales and service of awnings, tarps, canopies, flags, flagpoles, accessories and custom applications	Services
RSC Equipment Rental	3133 NW Saint Helens	Portland, OR	97210	Part of Stamford, CT based United Rentals Inc.; global equipment rentals company	Services
Ryerson	6330 N Basin Avenue	Portland, OR	97217	Distributor and processor of metals based in Chicago, IL	Direct Materials
Safety Kleen Systems Inc	16540 SE 130th Ave	Clackamas, OR	97015	Re-refiner of used oil and provider of parts cleaning services based in Dallas, TX	Indirect Materials
Safway Services LLC	1960 NW Marine Dr	Troutdale, OR	97060	Full-service scaffold company offering rental, engineering, training and safety; based in Waukesha, WI	Services
Sam A Mesher Tool Co	1704 NW Johnson St	Portland, OR	97209	Single location supplier of machinery and cutting tools	Indirect Materials
Sanderson Safety Co	1101 SE Third Ave	Portland, OR	97214	Supplier of safety systems and products for a variety of industries and applications based in Portland, OR with locations throughout the Western US	Indirect Materials
Schroeder's Machine Works Inc	8010 NE 19th Ct	Vancouver, WA	98665	Single location machining, fabrication, and manufacturing facility	Services
Seal Source Inc	16027 NE Cameron Blvd	Portland, OR	97230	Single location supplier of seals and gaskets	Indirect Materials
Sent's Unlimited Inc	23050 NW Jacobson Rd	Hillsboro, OR	97124	Distributor of rubber molded, rubber extrusion, and gaskets; In-house steel rule die shop with water jet cutting services available; based in Hillsboro, OR	Indirect Materials
Service Steel Inc	5555 N Channel Ave	Portland, OR	97217	Steel service and fabrication center based in Portland, OR	Direct Materials
Shaver Transportation	4900 NW Front Ave	Portland, OR	97210	Provider of inland waterway transportation and logistics services (tug and barge services) and port assist services	Services
Sherwin Williams Co	30 NE Broadway St	Portland, OR	97232	Global supplier of paints and finishes based in Cleveland, OH	Indirect Materials
Siemens Building Technologies	15201 NW GREENBRIER PKWY	Beaverton, OR	97006	Supplier of products and services for building/facility automation, energy efficiency, fire safety, power distribution, and security; part of Munich, Germany based Siemens	Capital Goods
Speedometer Service and Instrument Corp	3551 NW Front Ave	Portland, OR	97210	Single location company selling gauges, cables, and adapters to the truck and automotive industries	Services
Spencer Fluid Power	2230 NE Columbia Blvd	Portland, OR	97211	Distributor of hydraulic components and systems; subsidiary of Cleveland, OH based Applied Industrial Technologies	Indirect Materials
Stack Metallurgical Services	5938 N Basin Ave	Portland, OR	97217	Single location provider of heat treating and metallurgical manufacturing services	Services



Staples	1760 Jantzen Beach Center	Portland, OR	97217	National retail chain/supplier of office products, business machines, computers, computer software and office furniture, and business services including copying, printing, document reproduction, shipping, and computer setup and repair; headquartered in Framingham, MA	Indirect Materials
Star Rentals Inc	1735 SE Martin Luther King Jr Blvd	Portland, OR	97214	Construction equipment rental supplier with locations in OR and WA	Services
State Pipe & Supply	3508 NE 68th St	Vancouver, WA	98661	Supplier of pipe, tubing, fittings, and related products to mechanical, plumbing and general contractors, pipe fabricators, petroleum, fire protection and fencing industries, water well and irrigation companies, pipe distributors, and other pipe users; Rialto, CA based subsidiary of Korean company SeAH Steel Corp	Indirect Materials
Stellar Industrial Supply Inc	12831 NE Whitaker Way	Portland, OR	97230	Tacoma, WA based provider of industrial supplies and tools	Indirect Materials
Stud Welding Supply	2119 SE Columbia Way	Vancouver, WA	98661	Single location wholesale welding equipment and supplies provider	Indirect Materials
Suburban Grinding Inc	13025 SW Herman Rd	Tualatin, OR	97062	Single location provider of industrial grinding services and engineering	Services
Sunbelt Rentals Inc	7626 NE Killingsworth St	Portland, OR	97218	Construction equipment and tool rental company; subsidiary of London, UK based Ashtead Group	Services
Swan Island Sandblasting	5555 N Channel Ave	Portland, OR	97217	Portland, OR based sandblasting and painting facility with two Portland facilities	Services
Tacoma Screw Products Inc	2797 NE Columbia Blvd	Portland, OR	97211	Supplier of fasteners, tools, hardware, and related construction supplies and equipment based in Tacoma, WA	Indirect Materials
Tarr Inc	2429 N Borthwick Ave	Portland, OR	97227	West coast distributor of commodity and specialty chemicals, lubricants and fuels headquartered in Portland, OR	Indirect Materials
Technical Controls	12119 NE 99th	Vancouver, WA	98682	Vancouver, WA based provider of products and services in instrumentation, fluid-handling products, mobile and general hydraulics, pneumatics, process filtration, compressed air and gas filtration markets, and seal applications with locations in WA, ID, and MT	Indirect Materials
Test Equipment Distributors	5476 S.E. International Way	Portland, OR	97222	Stone Mountain, GA based distributor of equipment and supplies for the nondestructive testing industry	Indirect Materials
The Lynch Company Inc	4706 SE 18th Ave	Portland, OR	97202	Single location general steel fabricator	Direct Materials



Steel Yard Inc	6880 NE Columbia Blvd P	Portland, OR	97218	Single location distributor of steel products (plate, tubing, pipe, bars, etc.)	Direct Materials
The Western Group	4025 NW Express Ave	Portland, OR	97210	Portland, OR headquartered supplier of woven wire, rubber screens, polyurethane screens, and perforated plate with locations in the US and Canada	Direct Materials
Thermo Fluids Inc	12533 SE Carpenter Dr	Clackamas, OR	97015	Recycler of used oil, antifreeze, filters, oily water and oily absorbents based in Scottsdale, AZ	Indirect Materials
Torgerson Forest Products	16055 SW Walker Rd	Beaverton, OR	97006	Single location supplier of forest products and building materials	Direct Materials
Total Filtration Services	1015 SE Grant St	Portland, OR	97214	Subsidiary of Franklin, TN based Clarcor Inc; provider of filtration management and service	Indirect Materials
Transco Industries Inc	5534 NE 122nd Ave	Portland, OR	97230	Portland, OR headquartered engineering and fabrication business involved in steel fabrication, conveyor repair, and water screening with locations throughout the US	Services
Triad Machinery Co Inc	4530 NE 148th Ave	Portland, OR	97230	Sales, leasing, rental, and service of heavy equipment in forestry, construction, and material handling with locations in OR and WA	Services
Tri-Motor & Machinery Co Inc	24460 Pacific Hwy E	Canby, OR	97013	Single location provider of new motor and gear box sales, repair, parts and related services	Services
Tube Service Co	6650 N Ensign St	Portland, OR	97217	Santa Fe Springs, CA based tubular product distribution and laser tube processing services with locations throughout the Western US	Indirect Materials
Union Pacific Railroad	1525 N River St	Portland, OR	97227	Transcontinental railroad transportation and logistics service provider headquartered in Omaha, NE	Services
Unisource Mfg Inc	8040 NE 33rd Dr	Portland, OR	97211	Supplier of industrial hose, hydraulic hose, connectors and accessories headquartered in Portland, OR	Indirect Materials
United Battery Inc	109 NE Columbia Blvd	Portland, OR	97211	Supplier/distributor of batteries, alternators, starters, generators, and accessories based in Portland, OR with three total area locations	Indirect Materials
United Rentals	4621 NW St Helens Rd	Portland, OR	97210	Global equipment rentals company based in Stamford, CT	Services
United Site Services Inc	12215 SE 122nd Ave	Portland, OR	97015	Westborough, MA provider of portable toilet rentals and site sanitation solutions	Services
United Welding Supply Inc	2313 NE Martin Luther King Jr Blvd	Portland, OR	97212	Single location supplier of welding materials, supplies, and equipment	Indirect Materials



United Western Supply Co	15540 N Lombard St	Portland, OR	97203	Distributor of foundry products, equipment, parts, supplies, abrasive products, blasting media, and abrasive equipment, parts, and supplies with offices in Seattle, WA and Portland, OR	Indirect Materials
UPS	6235 N Basin Ave	Portland, OR	97217	Global transportation and logistics provider based in Atlanta, GA	Services
US Distributing	7750 NE 17th Ave	Portland, OR	97211	Distributor of marine parts and accessories to boat dealers, boat repair shops, marine accessory stores, boatyards, boat builders, government agencies and other marine related businesses; locations in Portland, OR, Phoenix, AZ, and Missoula, MT	Indirect Materials
Valin Corp	18977 NE Portal Way	Portland, OR	97230	Provider of process control, measurement, heat, filtration, and automation application solutions based in San Jose, CA	Capital Goods
Vancouver Bolt & Supply Inc	805 W 11th St	Vancouver, WA	98660	Single location provider of bolts, fasteners, and industrial supplies	Indirect Materials
Verizon	616 SW Broadway	Portland, OR	97205	New York City, NY broadband and telecommunications company	Services
Versa Steel Inc	1618 NE 1st Ave	Portland, OR	97232	Supplier of new and used steel beams located in Portland, OR	Indirect Materials
Viking Automatic Sprinkler Co	3245 NW Front Ave	Portland, OR	97210	St. Paul, MN based company provides fire sprinkler systems including automatic fire sprinklers for industrial, commercial, residential, and government markets	Services
Walter E Nelson Co	5937 N Cutter Cir	Portland, OR	97217	Portland, OR based distributor of janitorial supplies and paper with locations throughout OR and WA	Indirect Materials
Washington Crane & Hoist	4707 NE Minnehaha St	Vancouver, WA	98661	Seattle, WA based industrial overhead crane and material handling solutions provider	Services
Waste Management	7227 NE 55th Ave	Portland, OR	97218	National supplier of waste/refuse transportation and disposal services based in Houston, TX	Services
WC Winks Hardware	200 SE Stark St	Portland, OR	97214	Single location hardware retailer	Indirect Materials
West Coast Metals Inc	2555 NW Nicolai St	Portland, OR	97210	Single location supplier of stainless steel, aluminum, and carbon steel	Direct Materials
West Coast Wire Rope & Rigging	2900 NW 29th	Portland, OR	97210	Full service rigging fabrication facilities serving the logging, construction, marine, and equipment manufacturing industries with locations in Portland, Seattle, and Oakland	Direct Materials



at Rail Construction	504 NE 192nd Ave	Vancouver, WA	98684	Vancouver, WA headquartered railroad construction and services provider involved in projects throughout the US and abroad	Services
Western Integrated Tech Inc	8900 N Ramsey Blvd	Portland, OR	97203	Bellevue, WA based manufacturer and integrator of fluid power and electronic systems	Capital Goods
Western Tool & Supply	12518 NE Airport Way	Portland, OR	97230	Livermore, CA based supplier of hand tools, cutting tools, power tools, abrasives, and other industrial products and supplies	Indirect Materials
Working Waterfront Coalition	200 SW Market St	Portland, OR	97201	Local trade/business association	Services
Xylem Dewatering Solutions Inc	2630 N Marine Dr	Portland, OR	97217	White Plains, NY based global provider of water handling, transport, distribution, wastewater and process treatment applications across commercial, industrial and municipal market	Capital Goods
YRC	6845 N Cutter Cir	Portland, OR	97217	Overland Park, KS based global transportation and logistics provider	Services



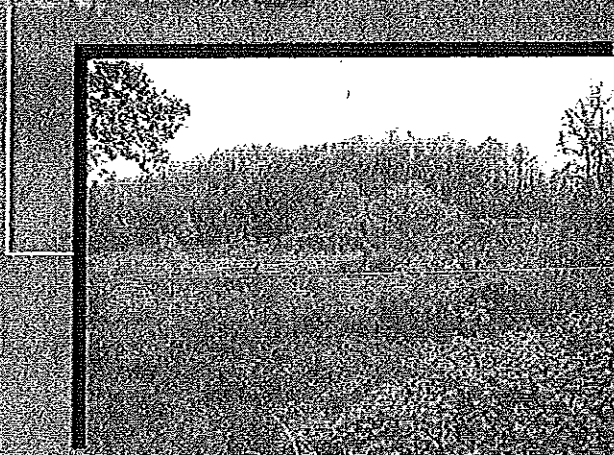
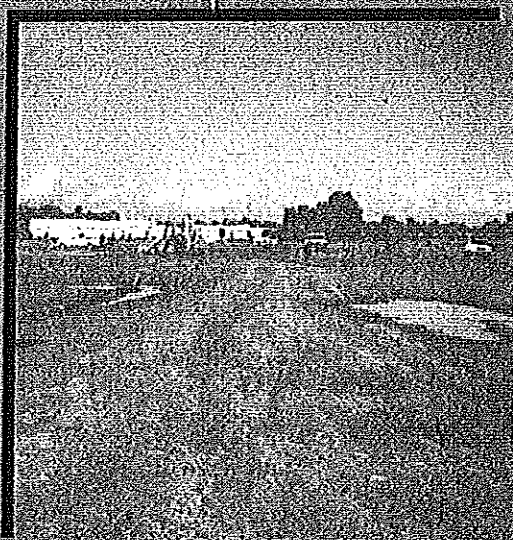
Attachment E

Brownfield/Greenfield Development Cost Comparison Study EXECUTIVE SUMMARY

December 2001

Prepared for:

Port of Portland
Portland Development Commission
City of Portland
METRO



RENOVA



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1. EXECUTIVE SUMMARY

PROJECT OVERVIEW

The availability and location of industrial land as a resource for the creation of new employment is a major economic and policy issue throughout the State of Oregon and the Portland metropolitan area. A number of efforts have occurred or are currently underway to understand and address this issue.

As part of this ongoing regional discussion on industrial land, a consortium of public agencies (the Port of Portland, Portland Development Commission, METRO and the Portland Bureau of Planning) sponsored this Brownfield/Greenfield Development Cost Comparison Study. The goal of the project is to provide the project sponsors with a better understanding of costs and issues associated with industrial development of greenfield sites and the redevelopment of brownfield sites. In addition, a methodology was developed that calculates and compares brownfield and greenfield development costs. The challenge was to develop a model that could be replicated in future studies. Therefore, the uses could change and the sites could change, but the methodology would remain constant.

Using a case-study approach, the project compared the public and private development costs associated with specific industrial projects between brownfield sites and greenfield sites. Four types of industrial development projects were identified: general manufacturing, high tech, warehouse and distribution, and industrial park. A specific profile and site plan for each use was completed. Four greenfield sites and three brownfield sites were also identified. The site plan for one of the uses was then tested on one greenfield and one brownfield site. An analysis of costs was then prepared for each project on the two sites.

METHODOLOGY

Uses

Four industrial uses that were appropriate for the Portland metropolitan area were identified.

- *High Tech Manufacturing* includes high technology industries that are primarily related to manufacturing and processing. In this study, a 350,000 SF high-tech facility is tested that includes two 125,000 SF fabrication plants, one 40,000 SF central utility building, one 60,000 SF office building and 725 parking spaces.
- *Industrial Park* is a series of larger individual buildings whose uses could include light industrial manufacturing, distribution or industrial services. For this project, 630,000 SF of industrial park space, divided into multiple buildings, was tested on both sites.
- *Warehouse / Distribution* includes industries primarily engaged in the warehousing, storage and distribution of goods. For this project, 400,000 SF of distribution space in a single building with 200 parking spaces and 300 trailer spaces was tested on both sites.

General Manufacturing includes industries utilizing manufacturing processes. For this project, three single-user general manufacturing facilities were tested on each site. These facilities totaled 450,000 SF in three buildings – a 100,000 SF user, a 150,000 SF user, and a 200,000 SF user – and 1,100 parking stalls to serve all three facilities.

Site Selection

Since the goal of the study was to compare costs for industrial projects, it was necessary to identify sites appropriate for the user profiles based on size, zoning and location. Additional issues considered in choosing the sites included distribution around the region, extent of brownfield contamination, adjacency to the Urban Growth Boundary, surrounding industrial uses, level of existing infrastructure, and specific needs of the identified uses.

Brownfield

For this study, appropriate sites needed to be over 25 acres and zoned industrial. While the overall inventory of brownfield sites in the region is significant, with over 1,100 acres of vacant land listed in the City of Portland's Brownfield Site Inventory; the availability of large, viable brownfield sites in industrial areas in the region is limited. In addition, certain sites were identified and eventually discarded for reasons of concern about the market impacts of inclusion in the study and for potential liability issues¹. While the goal was to identify four brownfield sites to include in the study, at the end only three sites were used. To compensate and still meet the original goals of the study, two different uses were put on one of the brownfield sites.

Greenfield

Four sites were selected in the Portland metropolitan region. Three of the sites are in areas where land was recently brought into the Urban Growth Boundary (UGB). One site is located within the existing UGB. The sites range between 70 and 350 total acres. Therefore, only portions of each of the greenfield sites were used for each conceptual site plan.

The following table provides site overviews, and the uses proposed on each:

Use	Site Type	Site Size (acres)	Building Area (SF)	Parking Stalls
High – Tech Manufacturing	Brownfield	35.75	350,000	725
	Greenfield	53.20	350,000	725
Industrial Park	Brownfield	45.50	630,000	1,130
	Greenfield	44.50	630,000	1,130
Warehouse / Distribution	Brownfield	37.95	400,000	200
	Greenfield	23.85	400,000	200
General Manufacturing	Brownfield	35.75	450,000	1,100
	Greenfield	37.95	450,000	1,100

As the study progressed, issues relating to liability and publicity were raised and concerns were expressed regarding the identification of actual brownfield sites in the report. It was determined that the brownfield sites should be generic in the final report. To make all the

¹ Some sites that were initially considered for inclusion in the study are currently being actively marketed for sale. The site owners indicated that they were not comfortable including their properties in this study due to potential stigma and negative sale price impacts to their properties, regardless of the author's intentions to conceal the identities of individual sites.

sites equal, it was then decided that the greenfield sites would also be made generic. Therefore, while actual sites were utilized, for the purposes of this study, all geographic identifying features have been removed.

Costs

The primary focus of this study was on quantifiable costs, including hard and soft costs both on-site as well as off-site. The cost information was classified into four major categories:

On-Site Construction Costs

On-site construction costs include all building costs and on-site infrastructure and parking costs, plus additional on-site costs, including site grading, lift stations, tank removal and pilings associated with several of the brownfield and greenfield sites.

System Development Charges (SDC's) and Credits

Large, one-time user fees paid with the development of the site were included in this category. This includes System Development Charges (SDC's) for sanitary sewer, water, storm drainage, street improvements and parks. SDC credits were based on the extent of existing development on the site.

Off-Site Construction Costs

These are the costs associated with the public utilities, including sanitary sewer, water and storm drain mains, necessary to accommodate the build-out of each concept. The delivery of private utility (electric, natural gas, telecommunications) costs were not identified separately, and were assumed as part of the estimated street costs. Major utility upgrades, such as substations, transformers, water reservoirs, and treatment facility expansions were not included (the presumption is that SDC fees are intended to finance these public facility expansions).

Environmental Remediation Costs (Brownfield Sites Only)

The potential environmental remediation requirements for each site were based on publicly available information and the project team's experience with similar properties. The estimated costs represent the minimum estimated effort required to obtain a No Further Action (NFA) letter from the Oregon Department of Environmental Quality (DEQ) for the properties. Environmental remediation costs were divided into two categories: Hard Costs and Other Costs. Hard Costs included remediation costs associated with soil and groundwater; compliance with state and local stormwater regulations; ongoing operation and maintenance of remediation efforts and remedies; and costs associated with the coordination and processing of the remediation plan, application and follow-up with DEQ and management of the remediation.

Other Costs included soft costs for insurance, environmental studies, planning and legal expenses, figured at 20% of the hard costs. Of these soft costs, 20% is insurance. The second component of Other Costs is carrying cost interest, which is the interest cost accrued during remediation, for an assumed 24-month timeline at a 30% cost of equity and 8.50% for debt. The third component of Other Costs is a risk premium, assumed to be 0.5% of total development costs based on the perceived additional risk associated with the brownfield contamination.

Financial Analysis

The financial characteristics of individual development concepts were evaluated, with a focus on determining the residual property value associated with these concepts. The residual value represented the maximum value that the development concept yields for the property (land and improvements), and equates to the maximum price that a developer would be willing to pay for the property based on the study's assumptions. If the residual value is below the market value of the property, or what the owner perceives to be market value, then the development is not considered to be viable. In some cases in this analysis, the residual land value was negative, implying that the development program yields a property value of less than zero under the assumptions used (i.e., upside-down).

Public costs and benefits

A comparison of public costs and benefits was conducted for the specific brownfield and greenfield development concepts. To the maximum extent possible within the scope, public costs and revenue streams resulting from development were estimated. The comparisons were informed by a literature review of national trends and experiences.

CASE STUDIES

The case studies provided the means to compare the four uses on both brownfield and greenfield sites. The following provides a summary of the findings of these studies.

Site Development Overviews

High Tech Manufacturing

With the proposed development, the brownfield site had an estimated negative residual land value of (\$7.80) per square foot. This reflects a site that would be considered "upside-down" under the case study assumptions, with a value well below zero. In contrast, the greenfield site had a positive residual land value of \$6.42 per square foot.

Industrial Park

With the proposed development, the brownfield site had a positive residual land value of \$0.80 per square foot and the greenfield site had a positive residual land value of \$1.33 per square foot.

Warehouse / Distribution

With the proposed development, the brownfield site had a negative residual land value of (\$0.85) per square foot, while the greenfield site has a positive residual land value of \$6.88 per square foot.

General Manufacturing

With the proposed development, the brownfield site had a negative residual land value of (\$6.47) per square foot. The greenfield site has a positive residual land value of \$6.96 per square foot.

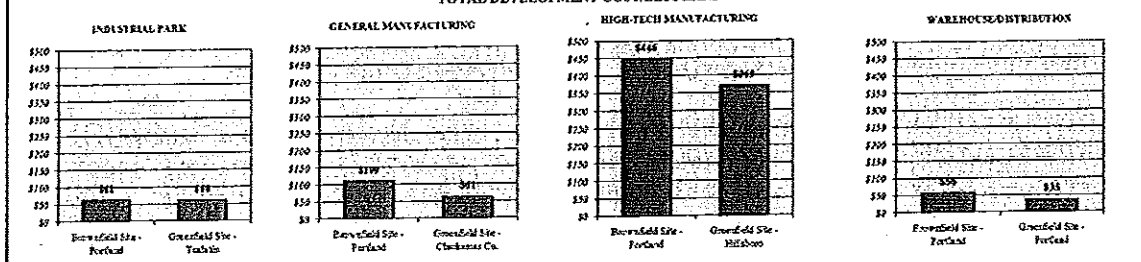
Financial Findings

The case studies evaluated revealed the general findings that greenfield sites have an overall lower development cost than brownfield sites, and brownfield sites require lower marginal infrastructure investment than greenfield sites. The following table provides a summary of the financial comparison between the case studies.

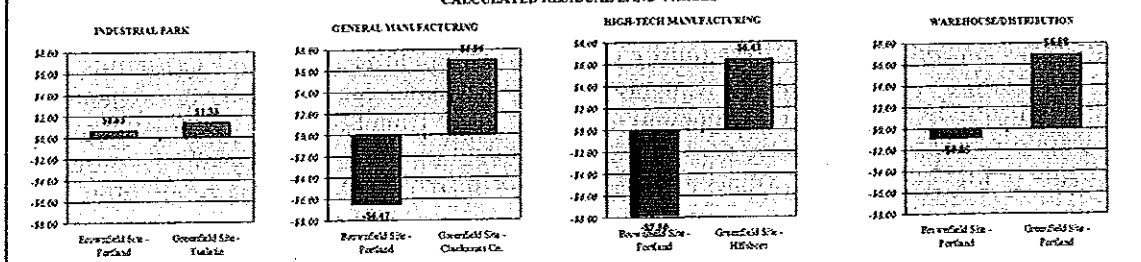
SUMMARY OF SCENARIOS EVALUATED

Site Concept	Net Site Size/Acres	Building S.F.	Environmental Remediation U	Construction Cost		Calculated	SDCs		Net	Infrastructure Costs	Total Cost/Less Land	
				Hard	Soft		Credits				Total	PSP
Industrial Park												
Brownfield Site - Portland	41.50	630,000	\$8,748,887	\$32,016,500	\$4,617,300	\$1,846,243	(\$25,368)		\$1,820,875	\$558,000	\$38,831,562	\$61.64
Greenfield Site - Tualatin	44.50	630,000	\$0	\$15,090,050	\$5,010,000	\$1,713,299	\$0		\$1,713,209	\$5,739,167	\$37,512,376	\$59.54
General Manufacturing												
Brownfield Site - Portland	35.75	450,000	\$22,940,475	\$20,857,500	\$4,171,500	\$1,212,343	(\$249,662)		\$963,281	\$24,000	\$48,996,756	\$108.88
Greenfield Site - Clackamas Co.	37.95	450,000	\$0	\$21,000,000	\$4,200,000	\$868,675	\$0		\$868,675	\$1,347,000	\$27,415,675	\$69.92
High-Tech Manufacturing												
Brownfield Site - Portland	35.75	350,000	\$28,027,465	\$105,900,000	\$21,119,000	\$1,313,121	(\$249,662)		\$1,134,059	\$24,000	\$155,245,524	\$445.47
Greenfield Site - Hillsboro	53.20	350,000	\$0	\$105,000,000	\$21,000,000	\$1,783,661	\$0		\$1,782,663	\$1,452,500	\$129,235,163	\$369.24
Warehouse/Distribution												
Brownfield Site - Portland	37.90	400,000	\$7,821,799	\$11,154,000	\$2,230,800	\$715,907	(\$75,858)		\$640,049	\$735,000	\$22,531,643	\$56.45
Greenfield Site - Portland	23.85	400,000	\$0	\$10,840,000	\$2,168,000	\$730,069	\$0		\$730,069	\$290,500	\$14,028,569	\$35.07

TOTAL DEVELOPMENT COST/LESS LAND



CALCULATED RESIDUAL LAND VALUES



U: Includes direct hard and soft costs associated with remediation, as well as additional carrying costs, developer risk premium and lender risk premium

Key financial findings include:

- Under each of the scenarios, the greenfield site delivered the lowest development cost per square foot, as well as the highest residual land value. The differential was least in the Industrial Park scenarios; with the \$8.7 million cost of environmental remediation on the Portland brownfield site offset by a \$3.0 million cut and fill requirement on the greenfield site and a \$5.2 million differential in infrastructure costs.
- Infrastructure costs, as defined in this analysis, were substantially higher on three of the greenfield sites, with the exception being the Warehouse/Distribution program sites.
- The brownfield site used in the General and High-Tech Manufacturing scenarios has extremely high clean-up costs, related to soil and groundwater contamination. These add \$11.1 million in hard costs, which also dictates

higher insurance costs, which are \$1.9 million. As a result, the overall environmental remediation cost under these scenarios is estimated at \$22.0 for the General Manufacturing program and \$28.0 million for the High-Tech program. Higher remediation costs were assumed under the High-Tech scenario, with the higher overall costs of development increasing the impact of the risk premium.

PUBLIC COST BENEFIT ANALYSIS

Public benefits and costs were evaluated and compared for the brownfield and greenfield sites, based on a review of existing published studies and estimated public costs and revenue streams for the case study jurisdictions. For each of the sites, public benefits and costs were identified as Quantifiable – Direct or Qualitative and Other Quantifiable. Quantifiable – Direct public benefits that were similar across jurisdictions included SDC income, property tax revenue, Tri-Met payroll revenue and jobs. Annual tax revenues are greater for all of the case study examples that occur on sites located in the City of Portland and/or Multnomah County. This is due to the greater array of revenue streams within these jurisdictions compared to sites outside of Portland/Multnomah County.

Qualitative and Other Quantifiable benefits that were shared between brownfield and greenfield jurisdictions include state business tax revenue, state and local income tax revenue, utility tax revenues and achievement of economic development goals. Additional public benefits realized by the redevelopment of the brownfield sites include efficiencies realized through the utilization of existing infrastructure and the enhancement of surrounding property values.

In regard to Quantifiable – Direct public costs, standard public service infrastructure needs like fire, police, schools, public transportation and roads can generally be expected to incur costs due to increased development and population from brownfield redevelopment or greenfield development. However, the brownfield and greenfield case study development concepts in this analysis are, relatively speaking, of insufficient size to warrant significant marginal cost increases.

Marginal System Development Charges (SDC's) would be one Quantifiable- Direct public cost. While SDC's are intended to recover public costs associated with a development, they are typically set at a level below full marginal cost. The proportion of costs that are not recovered represent a public cost associated with the project.

Qualitative and Other Quantifiable costs shared between brownfield and greenfield jurisdictions include state, regional and local administrative costs. Legal costs can also be assumed for both types of sites. Public legal costs for brownfield sites, related to the risk of remediation activities, can be significant among other legal costs. Alternatively, greenfield sites can be expected to also incur significant legal and administrative costs related to UGB inclusion, site planning and other related issues unique to the Oregon land use system.

CONCLUSIONS AND IMPLICATIONS

Site Development Costs

Under each of the scenarios, the greenfield site delivered the lowest development cost per square foot, as well as the highest residual land value. And while infrastructure costs, as defined in this analysis, are generally higher on the greenfield sites, they do not exceed the brownfield remediation costs, therefore resulting in an overall cost advantage for the greenfield sites. The infrastructure costs are internalized into the development pro forma, reflecting an assumption that the development would be required to bear these costs as a condition of approval. While these costs could be defined as public costs, in this study they are the responsibility of the developer as opposed to being borne by the public.

Major off-site infrastructure and utility system upgrades, such as electrical substations and transformers, water reservoirs, waste water treatment facility expansions, state highway expansions, etc., are not required as a result of the development programs placed on the greenfield sites. While these types of major system upgrades may, and often would, be required as part of large acreage expansions of the Urban Growth Boundary, this is not the case for these sites.

The following table summarizes the estimated remediation costs of the brownfield sites, and the cost differential to produce an equivalent product relative to the greenfield option. As shown, the cost of remediation in these instances outpaces the savings in infrastructure costs.

Use	Brownfield Remediation Costs		Greenfield Infrastructure Costs		Overall Cost Differential	
	Total	PSF-Bldg.	Total	PSF-Bldg.	Total	PSF-Bldg.
Industrial Park	\$8,471,756	\$13.45	(\$5,181,167)	(\$8.22)	\$982,055	\$1.56
General Manufacturing	\$22,980,475	\$51.07	(\$1,323,000)	(\$2.94)	\$21,581,081	\$47.96
High-Tech Manufacturing	\$28,027,465	\$80.08	(\$1,428,500)	(\$4.08)	\$27,030,361	\$77.23
Warehouse/Distribution	\$7,821,799	\$19.55	\$444,500	\$1.11	\$8,553,079	\$21.38

The general findings of this study do not support the hypothesis that the costs associated with the remediation and redevelopment of brownfield sites can be on par with the costs to develop new greenfield sites; however, it would be unreasonable to draw any final conclusions based on the limited number of comparisons completed as part of this contract. A variety of issues can affect site development costs and these vary between sites. The methodology developed as part of this study does provide a foundation from which to look at a variety of sites and development scenarios to aid in addressing this policy question.

Brownfield Remediation Costs

Brownfield remediation costs, in all of the case studies, were greater than the infrastructure costs associated with development of the greenfield sites. It is important to understand however, what makes up the site development costs and how the assumptions can influence costs. The total brownfield development costs are composed of hard and soft construction costs, hard and soft remediation costs, carrying costs during cleanup, and the risk premium. These latter three remediation costs (soft, carrying and risk premium) have a significant impact on the overall redevelopment costs.

Methodologically, the analysis in this study approaches the development scenarios from the perspective of a private sector developer doing a speculative development. This assumption limits the direct applicability of the findings to this type of development. Alternative development approaches under a different scenario could include remediation by an end user, or remediation by a public sector entity. Under both approaches, remediation costs would be considerably less, particularly under a public sector remediation scenario.

No Two Sites Are the Same – The Difficulty of Generalizations

Generalizations are difficult to make because each site, whether brownfield or greenfield, has its own unique characteristics. No two sites are the same, whether they are brownfield or greenfield. Each has unique issues and characteristics that affect costs and development issues; e.g. the types of constituents that make up the contamination, adjacency to a body of water, the potential for migration of the contamination, the location of the site in relation to existing infrastructure, location in relation to specialized infrastructure, the size of the site, etc.

The study showed that there is a continuum of site preparation costs for both brownfield and greenfield sites. Taking remediation and infrastructure factors into account it would be possible to categorize the sites in this study by their intensity of color – a continuum of brownness or greenness. For the brownfield sites, a light brownfield site would be one that has minimal contamination issues and low cost clean-up requirements. A dark brownfield site would have major contamination issues, and high cleanup costs. A moderate brownfield site would be in the middle.

The same type of continuum of color could be created for the greenfield sites in the study, only focusing on availability of infrastructure and site development costs. A light greenfield site would have readily available infrastructure and be "shovel ready" with few additional requirements. A dark greenfield site would have major infrastructure needs and require substantial site preparation work. A moderate greenfield site would be in the middle.

These continuums, as applied to the case studies, are shown in the following table:

Use	Brownfield site	Greenfield site	PSF Differential	Conclusion
High Tech Manufacturing	Dark	Light	\$77.23	Same site as General Manufacturing site – more expensive use
Industrial Park	Moderate	Dark	\$1.56	Difficult greenfield site
Warehouse/Distribution	Moderate	Light	\$21.38	Greenfield site is better served than brown
General Manufacturing	Dark	Moderate	\$47.96	Very difficult brownfield site

Public Sector Costs

The case study development concepts in this analysis were not of sufficient size to pose significant, measurable public costs for affected jurisdictions. By design of the study, these costs are borne by the private sector. Internalization of brownfield remediation and infrastructure costs by the developer, rather than incurred by the affected jurisdiction(s), clear the public sector of the largest potential public cost disadvantage of brownfield redevelopment compared to greenfield development. To the extent that a jurisdiction assumes remediation costs, which may be a favorable policy option to enhance financial

feasibility of clean up and crystallize actual site remediation and redevelopment, public cost streams would increase by the magnitude of remediation costs estimated for each brownfield concept.

Public Sector Benefits

Benefits to the public sector, particularly in terms of revenue enhancement, were substantially greater for brownfield redevelopment concepts compared to greenfield development for the case studies considered in this analysis. By location of the case study sites, the revenue differential is largely due to the greater array of revenue streams within Multnomah County and the City of Portland compared to suburban jurisdictions. The following table provides a comparison of annual revenue stream differences for each development concept.

	Brownfield Public Benefits	Greenfield Public Benefits	Public Benefit Differential
Use	Annual	Annual	Annual
Industrial Park	\$1,400,000	\$977,000	\$423,000
General Manufacturing	\$1,300,000	\$465,000	\$835,000
High-Tech Manufacturing	\$3,430,000	\$2,100,000	\$1,330,000
Warehouse/Distribution	\$482,000	\$308,000	\$174,000

In addition to the quantifiable public benefits cited above, a wide variety of benefits would also accrue to affected jurisdictions that are not quantifiable due to the limitations of the case study approach and sizes of sites considered in this analysis. The scope of these benefits is broader for brownfield remediation and redevelopment, also due in part to the location of case study sites in Multnomah County. In general, however, brownfield redevelopment poses the following public benefits not accrued by greenfield development:

- Local income tax revenues;
- Public land conservation and environmental policy goals;
- Social benefits of contaminated site remediation and economic revitalization; and
- Enhancement of surrounding property values.

It is a Challenge to Keep Brownfield Sites Industrial

There is an economic challenge to maintaining industrial zoned brownfields as industrial properties after they are cleaned up. The remediation costs of bringing an "upside down" brownfield site "right side up" often cannot be recovered when the site can be developed only for industrial land values. Industrial land values in the Portland metropolitan area tend to range from \$3.50 to \$6.50 per square foot, the lowest value of any major land use. For comparison, office and residential land ranges from \$7.50 to \$10.00 per square foot, while commercially zoned land is valued at significantly higher levels. As remediation costs must be deducted from land value, industrially zoned property has the most limited ability to absorb clean up costs while still maintaining a positive residual land value.

It's "Easier" to Develop Greenfield Sites

Brownfield sites come with stigmas. For many developers, the unknowns and the difficulties of developing a brownfield site are too great. It is perceived that suburban greenfield sites are easier to develop and less constrained than urban brownfields. This

perception is also shared by site selectors, who are under contract for users to find them a location for a new industrial investment. Issues of liability, cost and risk are all part of this challenge. This dilemma can make it difficult for brownfield sites to get full exposure in the market and make it difficult for sites to be considered for redevelopment. The result of this is that most difficult brownfield sites require experienced developers who have extensive knowledge with redeveloping these sites. Traditional developers tend to shy away from these sites. It is therefore necessary for outside parties, such as public agencies with a desire to have brownfield sites redeveloped, to create relationships with experienced brownfield developers.

An Inventory of Sites is Required to Meet a Variety of Industry Needs

Physical site issues can play a role in a specific type of user choosing between or having the ability to locate on a brownfield or a greenfield site. However, the physical site that a company chooses is only one issue in a diverse mix of criteria that they use in deciding investment locations. Some users are very specific about the location of the property they are interested in using. Factors that can influence this include: access to transportation infrastructure (i.e., rail, water); proximity to other firms, either suppliers or customers (agglomeration or cluster effects); zoning, for example heavy industrial vs. light industrial, business park or high tech. These locational factors may outweigh or at least mitigate the brownfield vs. greenfield site issues.

Matching the locational needs of different types of industries and the market opportunities of different geographic locations will enhance brownfield redevelopment. It is critical to understand which types of companies can go where. Some industries and development types will be able to take on the brownfield challenges, others will not, and will focus their development decisions on greenfield sites. Each type of land, brownfield and greenfield, has a role to play in a regional economic development strategy.

Focus on the Brownfield Sites that have a Demand in the Market

The old saying of "location, location, location" in real estate is as valid in brownfields as it is in greenfields. As this study shows, different brownfield sites have different remediation cost profiles. However, brownfield sites located in areas of high market demand are better able to remain viable real estate investment opportunities if there is likely to be a high residual land value. The public sector should focus available assistance dollars to those sites that have the highest remediation costs and that are located in an industrial area that has market demand.

The Public Sector's Role in Brownfield Redevelopment

There is a role for public incentives that support the goal of keeping industrial brownfields for industrial uses because the private marketplace will be less likely to do this, due to the lower market value of industrial land.

Risk Reduction

First, the data provided in this study shows clearly that the cost of high risk capital to conduct site study and clean-up is a significant factor. The rate of return required by equity investors and the lack of debt capital are factors to which many states and municipalities have turned their attention. The creation of state revolving loan funds, tax-free bonds, private debt funds and participating grant money are all mechanisms that are being used to reduce the cost of capital.

One of the major issues associated with brownfield sites is the uncertainty created by unknown liability ("inflated risk assumptions"). Environmental insurance is a way to mitigate this risk. The cost and quality of environmental insurance is not only a direct cost factor but also an indirect cost. Comprehensive environmental insurance policies for these projects eliminate or lessen reduction in residual land value associated with stigma (the risk factor). Several states have created pooled, state-subsidized environmental insurance. These programs have reduced the direct cost of insurance policies and provided for broader coverage and longer terms than insurance that is available for individual projects.

Site Characterization Assistance

Another potential area for public involvement is in site characterization. The cost for preliminary, investigative studies to characterize contamination conditions at a site are not only a significant project expense, but frequently becomes a barrier to entry. Few private entities are willing to spend thousands, often hundreds of thousands of dollars to characterize a site that may or may not turn out to be suitable for redevelopment. Direct subsidy of characterization costs will create an expanded market of brownfield sites. The sites in this study have been sufficiently characterized for remediation estimating and insurance. However if that were not the case, it is unlikely that a third party developer could have supported those costs. State and municipal brownfield initiatives can provide forgivable loans for characterization. If the investigative results support development, the loan is repayable. If not, the loan becomes a forgivable grant.

Study Methodology Limitations

The purpose of this study was to determine the development costs for a specific development use, compared between a specific brownfield site and a specific greenfield site. The methodology used in the study is a case study approach, using a specific development project of a certain size and then preparing a pro forma analysis that is based on a private developer doing a speculative development. The study shows that the approach and the model function, and can be replicated with other uses and on different sites. It is also the case that the output of the model, in terms of costs and therefore residual land value, would change if different assumptions were used.

The actual development characteristics of each of the sites in this study are unique and site specific. Each has a cost structure for either remediation or new infrastructure services that are different from each other and from any other site in the Portland region. And the number of sites, only seven, provides a limited number of case studies from which to draw generalizations. So while the study found that it was more costly to remediate a brownfield site than to provide infrastructure to a greenfield site, the study's analysis should be considered as proposing a general theoretical construct for appropriately evaluating specific sites, as opposed to generating rules of thumb that can be consistently applied across all brownfields and greenfields in the region.

Attachment F

Breakdown of City of Portland Major Projects and Citywide Programs List								
Type of Project	Number of Projects	% of Total Projects	Total Cost (both Financially Constrained and Non FC)	% of Total Cost	Number of Projects in City FC	% of project category in FC	Cost in FC	Share of FC Dollars
Active Transportation	219	75%	\$ 1,293,097,793	69%	163	74%	\$ 976,915,666	78%
Motor vehicle	35	12%	\$ 271,082,218	14%	19	54%	\$ 100,461,305	8%
Multi Modal	19	6%	\$ 251,379,529	13%	12	63%	\$ 125,868,476	10%
ITS/Other	20	7%	\$ 54,710,717	3%	17	85%	\$ 53,077,428	4%
	293	100%	\$ 1,870,270,257	100%	211		\$ 1,256,322,875	100%

Attachment G

West Coast Ports Tonnage

• **23 million tons** moved through Portland Harbor

• **22 million tons** moved through other lower Columbia River ports (international only)

• **\$13 billion** value of tonnage trade in Portland Harbor

21,000,000

23,000,000

22,000,000

23,000,000

19,000,000

58,000,000

84,000,000

SEA
TAC

Columbia River
POP

OAK

LA
LB

The Portland Harbor tonnage includes both public and private terminals. The Port of Portland terminals represent about half of the total. The loss of container service that occurred in 2015 would reduce the overall tonnage by about 1.8 million tons.

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POL → Government → Elected Officials → Auditor Mary Hull Caballero → Charter, Code & Policies → City Code & Charter → Online Code & Charter → Title 17 Public Improvement → **Chapter 17.102 Solid Waste & Recycling Collection**

17.102.290 Storing Solid Waste, Recycling or Compostable Containers In the Right of Way Prohibited. -
Printable Version

(Amended by Ordinance Nos. 182671 and 184288, effective January 7, 2011.)

A. No person may store, or cause to be stored, containers of solid waste, recycling or compostables in public right-of-way without a permit from the City Engineer, the City Traffic Engineer, or the Bureau of Planning and Sustainability. For the purposes of this Section, storage means leaving containers in the right of way for more than 2 hours either before or after collection during normal business hours. If collection occurs after normal business hours, containers may be placed in the right of way at the close of business but must be removed from the right of way by the start of the following business day or within 24 hours of set out, whichever occurs first.

B. The Director may provide exemptions from Subsection A. for extreme economic hardship. Criteria for eligibility shall be based upon such factors as financial hardship for the property or business owner, conditions related to the property and resources necessary to provide adequate on-site, interior storage space for garbage and recycling containers. Exempted property shall be subject to the requirements of this Section following the termination of the hardship exemption. Exemptions shall be for no more than two years. Exemptions may be renewed upon reapplication by the property owner or business owner, after a re-evaluation of eligibility by the Director. Exemptions shall be personal to the property or business owner, and shall not be assignable, transferable or otherwise be conveyable. Exempted property shall be subject to the requirements of Subsection A. following expiration of any hardship exemption granted by the Director.

C. The Director shall develop administrative rules and procedures for determining extreme economic hardships under Subsection B., using the process under Section 17.102.030. The Director shall also adopt standards for space requirements for storage of containers of solid waste, recycling or compostables in new construction and when major alterations are made to existing buildings.

D. The Bureau of Planning and Sustainability may charge fees to business and property owners who apply for an extreme economic hardship exemption to recover costs of administering the exemption program. All fees are stated in the Fee Schedule adopted by City Council. Fees will be updated on an as needed basis. The approved Fee Schedule is available through the Bureau of Planning and Sustainability.

E. Denial of a request for exemption for extreme economic hardship may be appealed to the Code Hearings Officer in accordance with procedures set for in Chapter 22.10.

1. Any person requesting an appeal to the Code Hearings Office may be assessed a fee of up to \$500 at the time of their application. Failure to submit full payment of appeal fee within the time allowed to request an appeal hearing shall result in the denial of the request for an appeal hearing.

2. If the Code Hearings Officer decides in favor of the appellant at the Code Hearing, the submitted appeal fee shall be refunded in full to the appellant.

Title 17 Public Improvement

[Chapter 17.04 Definitions](#)

[Chapter 17.06 Administration of Public Works Permitting](#)

[Chapter 17.08 Local Improvement Procedure](#)

[Chapter 17.12 Assessments](#)

[Chapter 17.13 Parks and Recreation System Development Charge](#)

[Chapter 17.14 Financing Systems Development Charges](#)

[Chapter 17.15 Transportation System Development Charge](#)

[Chapter 17.16 General Provisions](#)

[Chapter 17.18 General Obligation Improvement Warrants](#)

[Chapter 17.19 Northwest Transportation Fund](#)

[Chapter 17.20 \(Repealed\)](#)

[Chapter 17.23 Special Traffic Control District](#)

[Chapter 17.24 Permits](#)

[Chapter 17.25 Sidewalk Cafes](#)

[Chapter 17.26 Sidewalk Vendors](#)

[Chapter 17.27 Structural Driveways](#)

[Chapter 17.28 Sidewalks, Curbs and Driveways](#)

[Chapter 17.30 \(Repealed\)](#)

[Chapter 17.32 Public Sewer and Drainage System Permits, Connections and Maintenance](#)

[Chapter 17.33 Required Public Sewer Connection](#)

[Chapter 17.34 Sanitary Discharges](#)

[Chapter 17.35 Septage Discharge](#)

[Chapter 17.36 Sewer User Charges](#)

[Chapter 17.37 Downspout Disconnection](#)

[Chapter 17.38 Drainage and Water Quality](#)

[Chapter 17.39 Storm System Discharges](#)

[Chapter 17.40 Protection of Public Right-of-Way](#)

[Chapter 17.41 Landslide Abatement](#)

[Chapter 17.42 Property Owner Responsibility for Streets](#)

[Chapter 17.44 Street Obstructions](#)

[Chapter 17.45 Advertising on Bus Benches](#)

[Chapter 17.46 Publication Boxes](#)

[Chapter 17.48 Moving Buildings](#)

[Chapter 17.52 Trees](#)

[Chapter 17.56 Public Utilities](#)

[Chapter 17.60 Underground Wiring Districts](#)

[Chapter 17.64 Protection of City Owned Telecommunications Line and Equipment, Street Lighting and Traffic Signal Systems](#)

[Chapter 17.68 Street Lights](#)[Chapter 17.72 \(Repealed\)](#)[Chapter 17.76 Fuel Tanks](#)[Chapter 17.80 Plats and Dedications](#)[Chapter 17.82 Land Divisions](#)[Chapter 17.84 Street Vacations](#)[Chapter 17.88 Street Access](#)[Chapter 17.92 Street Designation](#)[Chapter 17.93 Renaming City Streets](#)[Chapter 17.96 Surveys, Elevations and Monuments](#)[Chapter 17.100 Remedies and Penalties](#)[**Chapter 17.102 Solid Waste & Recycling Collection**](#)[Chapter 17.103 Single-Use Plastic Checkout Bags](#)[Chapter 17.104 Commercial Building Energy Performance Reporting](#)

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Auditor Mary Hui Caballero - Services - Calendar - Publications - Charter Code & Policies - Divisions

Public Testimony

Received
January 7, 2016 – January 13, 2016



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director



YAGUINA HEAD LIGHTHOUSE
This 93 foot tall beacon has aided navigation at sea
since 1873. It is still active today.

PORTLAND OR 970
03 NOV 2015 PM 5 L

November 02, 2015

Pub. by © Young Photo, Corvallis, Oregon 97330 • 503-895-5028

Dear Commissioner Novick,
Please postpone voting on the pro-
posed Comprehensive Plan until it
is complete, especially the detailed
definitions of new zoning designa-
tions. There is no need to vote on
an incomplete Plan.

Comm. Steve Novick
City Hall
1221 SW 4th Ave.
Portland, Oregon
97204

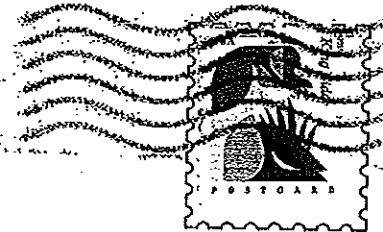
Yours truly,
James Marshall

FCV-12

Beach at the mouth of the Yachats River
©2013 Ken Gagne Photo, Yachats

PORTLAND OR 970

Please postpone vote
on comprehensive
~~site~~ plan until
we know the zoning
designations.
Leave Multnomah
Village — the village
JUDY COLLIGAN-MARSHALL
8116 SW 47th AVE
PORTLAND, ORE 97216



Commissioner
Steve Novick
1221 SW 4th AVE
PORTLAND, ORE
97204

Post Office ONLY below this line

Arevalo, Nora

From: Moore-Love, Karla
Sent: Tuesday, January 12, 2016 10:10 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Add to Record for 1/7/2016 Item 28

From: Brandon Spencer-Hartle [mailto:Brandon@restoreoregon.org]
Sent: Friday, January 08, 2016 11:07 AM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Subject: Add to Record for 1/7/2016 Item 28

Please add the following to the record relative to Item 28 "Adopt a new Comprehensive Plan for the City of Portland, Oregon." The text is verbatim of verbal testimony provided at the January 7, 2016, hearing:

My name is Brandon Spencer-Hartle, I am here tonight representing Restore Oregon.

I am asking the Council to add an additional policy, a new Policy 4.55, to the Historic and Cultural Resources section of the proposed Comprehensive Plan. This addition would support a recent Land Use Board of Appeals opinion related to the use of historic resources. Historic resources that lack economic viability fall into demolition-by-neglect and risk being demolished in favor of more lucrative uses.

Please consider addition the following policy:

4.55. Economic Viability. Provide options and incentives to allow for the productive, reasonable, and/or adaptive reuse of historic resources.

While similar to current Policy 4.56, specific reference to economic viability is called for to set the framework for investing in historic resources and maximizing the use of them into the future. The above policy recommendation is adapted from Clackamas County's Comprehensive Plan, where it has been valuable in facilitating the reuse of complex historic resources.

Thank you,
Brandon

Brandon Spencer-Hartle
Senior Field Programs Manager
Restore Oregon
503.946.6379
[Preservation News & Events](#)

Arevalo, Nora

From: Hales, Mayor
Sent: Tuesday, January 12, 2016 9:38 AM
To: Hall, Stacie
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Support for the Draft Comp Plan to clean up contaminated sites and use them for natural areas for wildlife

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Stacie,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office.

Sincerely,

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Hall, Stacie [mailto:stacie.hall@intel.com]
Sent: Wednesday, December 09, 2015 8:55 AM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Hall, Stacie <stacie.hall@intel.com>
Subject: Support for the Draft Comp Plan to clean up contaminated sites and use them for natural areas for wildlife

To Whom It May Concern:

I highly support the approach taken on industrial lands in the recommended draft of the Comprehensive Plan that focuses on cleaning up the contaminated sites to use as natural areas for wildlife.

- Portland has over 900 acres of contaminated sites. The Draft Comp Plan takes the right approach in focusing on cleaning up contaminated sites and restoring them to productive use rather than converting natural areas to meet industrial land demand;
- The Draft Comp Plan takes the right approach in focusing on intensification of use of the existing industrial land base rather than converting natural areas to meet industrial land demand;

- The Draft Comp Plan takes the right approach in limiting conversion of industrial lands for non-industrial uses rather than destroying the last remaining natural areas along our rivers. Industrial interests should not be allowed to cash out their industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas.
- West Hayden Island should not be included in the industrial lands inventory;
- Environmental regulations on industrial lands should not be restricted or rolled back. Industrial lands along our rivers are also some of our most important and degraded natural resource lands and industrial landowners should not be exempted from protecting our rivers.

We MUST protect precious natural areas like West Hayden Island from industrial development. Thanks so much for your efforts and striving to balance industry with natural areas.

Sincerely,

Stacie Hall

stacie.hall@intel.com

927 Clearbrook Dr.

Oregon City, OR 97045

Phone: 503-557-1697

Arevalo, Nora

From: Donald Winn <winndm@q.com>
Sent: Monday, January 11, 2016 4:07 PM
To: BPS Comprehensive Plan Testimony
Subject: [User Approved] Re: [User Approved] Comp. Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Yes, my current mailing address, while our house is being rebuilt on Multnomah St., is 2025 NE 44th Ave, apt. 422, Portland, OR 97213.

Sent from my iPad

> On Jan 11, 2016, at 10:07 AM, BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov> wrote:

>

> Thank you for submitting your comment. In order for us to include it as public testimony, we will need your physical mailing address. Could you provide us with such?

>

> Thanks

>

> Nora Arevalo

> Comprehensive Plan, Community Services Aide II

>

> -----Original Message-----

> From: Donald Winn [mailto:winndm@q.com]

> Sent: Wednesday, January 06, 2016 11:57 AM

> To: BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>

> Subject: [User Approved] Comp. Plan

>

> The idea that these corridors and centers need to have little to no parking is absolutely wrong. I just read that 2015 will be a near record year for car sales and in my 45 years of living between Halsey and Glisan Streets, I have seen cars and parking only increase in numbers. The busy restaurant and all its street-parked cars near me on Halsey has often slowed traffic down to one unmoving lane on the side street! Buildings and apartments with more than one floor need to have parking included in the site - at least one spot for each apartment and multiple spots for each business. Neighbors within at least five blocks need to be informed of any new business or apt. additions/changes. Buildings more than 3 stories seem way over size for streets bordering neighborhoods unless they have major parking behind them. Thank you for considering my input. Donald Winn, 5252 NE Multnomah St., Portland, OR 97213.

>

> Sent from my iPad

Arevalo, Nora

From: Moore-Love, Karla
Sent: Tuesday, January 12, 2016 9:28 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Scott Fernandez memo- Comp 35 Plan testimony

Follow Up Flag: Follow up
Flag Status: Flagged

From: Scott Fernandez [mailto:scottfernandez.pdx@gmail.com]
Sent: Thursday, January 07, 2016 4:32 PM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>; Scott Fernandez <scottfernandez.pdx@gmail.com>
Subject: Scott Fernandez memo- Comp 35 Plan testimony

Hi Karla ,
Please submit this comment for Comp 35 Plan;

Safe and healthy drinking water is an important part of a strong community and economic benefits. Our community needs to have safe air and drinking water, free of toxic and carcinogenic chemicals such as radon, chloroform, and nitrogen.

Sincerely,
Scott Fernandez



This email has been sent from a virus-free computer protected by Avast.
www.avast.com

Arevalo, Nora

From: Christine Yun <cpypdx@gmail.com>
Sent: Monday, January 11, 2016 10:50 PM
To: BPS Comprehensive Plan Testimony
Cc: lindsays@pdx.edu
Subject: Please consider a Council Amendment to delete changes #62, 348 and 928
Attachments: 160113_TestimonyCompress.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

My name is Christine Yun and I live at 1915 SE Alder St. I oppose the above listed changes. #62 will create canyon corridors on Belmont and Morrison, which will impact the pedestrian experience in these areas. These streets are one way only and high speed, and having tall buildings on either side will make it difficult to spot pedestrians crossing. Many children who attend Buckman Elementary north of this couplet will have to walk across.

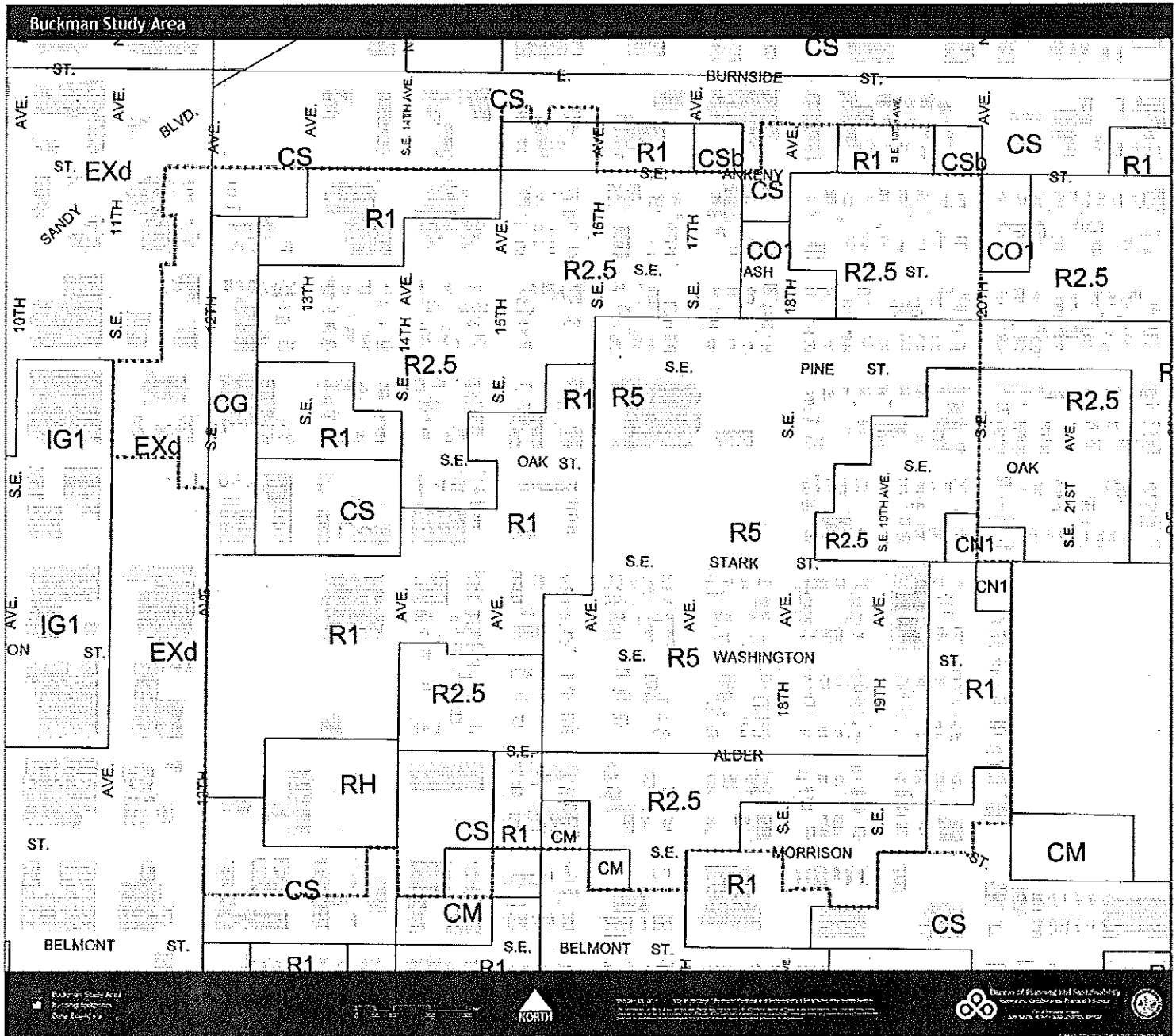
My opposition to #348 and #928 are summarized in the attached pdf. This is a revision to an earlier version which was sent in last Thursday.

Thanks,
Christine Yun

CITY COUNCIL PUBLIC HEARING COMP PLAN DRAFT
1/13/16

Comments on changes #348 & 928

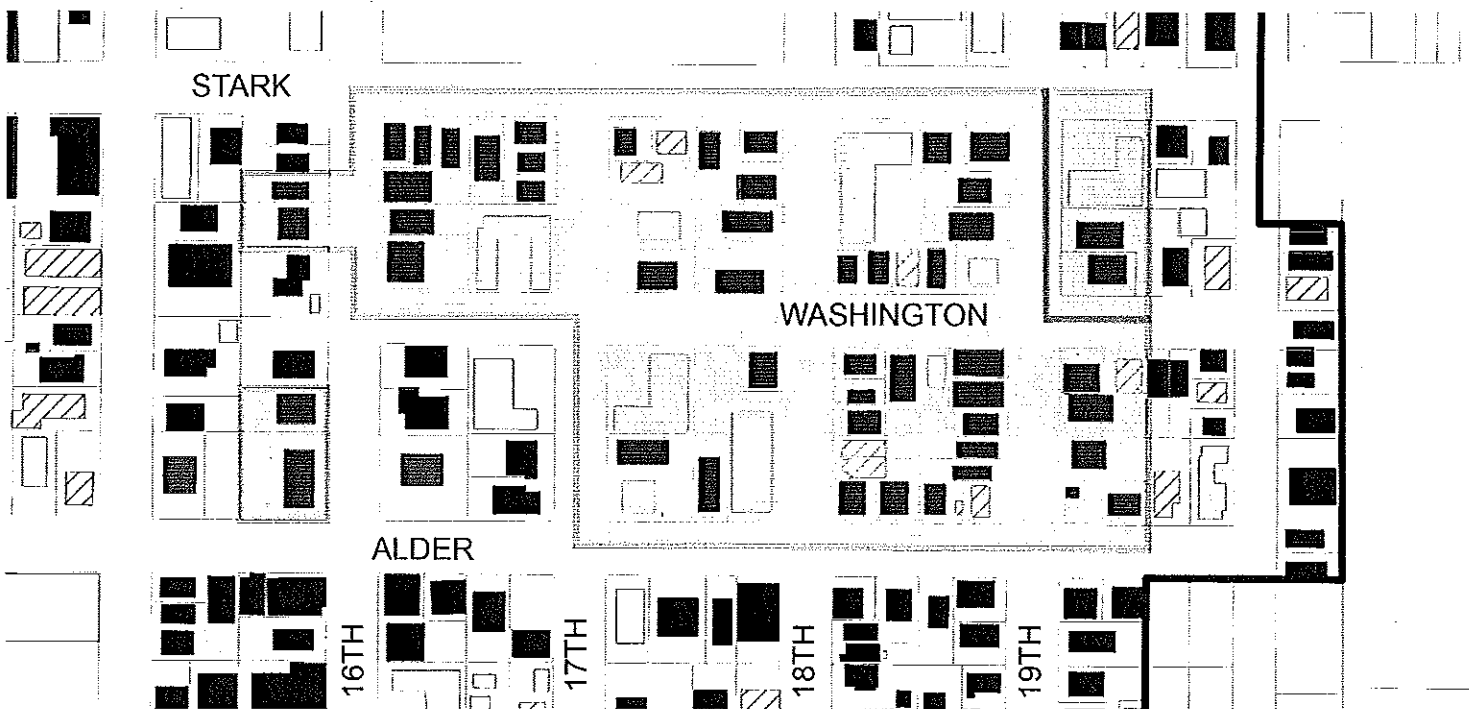
Submitted by Christine Yun, 1915 SE Alder St. Portland OR



2011 ZONING MAP OF PROPOSED HISTORIC DISTRICT IN BUCKMAN
DETERMINATION OF ELIGIBILITY RECEIVED 2013
PROPOSED ZONING CHANGES SHOWN AS COLOR OVERLAY
YELLOW = R5 TO R2.5
BLUE = R5 TO R1



NATIONAL REGISTER ELIGIBLE DISTRICT WITH PROPOSED COMP PLAN CHANGES



DETAIL OF DISTRICT MAP
BLACK = CONTRIBUTING STRUCTURE

SAMPLE OF STRUCTURES ON LOTS LARGER THAN 1667 SF



517 SE 16TH
BUILT 1905
SFH ON 3333 SF
CONTRIBUTING STRUCTURE



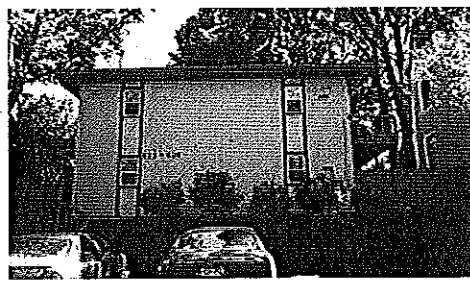
525 SE 16TH
BUILT 1904
2-PLEX ON 5000 SF
CONTRIBUTING STRUCTURE



615-17 SE 16TH
BUILT 1909
2-PLEX ON 5000 SF
CONTRIBUTING STRUCTURE



512 SE 17TH
BUILT 1901
2-PLEX ON 5000 SF
CONTRIBUTING STRUCTURE



522 SE 17TH
BUILT 1902
SFH ON 5000 SF
NON-CONTRIBUTING



536 SE 17TH
BUILT 1902
SFH ON 5000 SF
CONTRIBUTING STRUCTURE



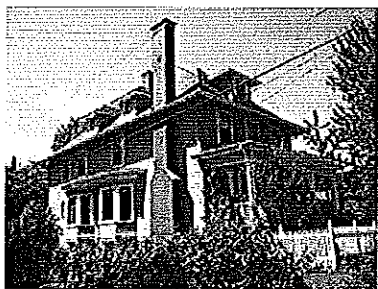
610 SE 17TH
BUILT 1968
10-PLEX ON 5,000 SF
NON-CONTRIBUTING



622-24 SE 17TH
1910
2-PLEX + 6-PLEX ON 10,000 SF
CONTRIBUTING/
NON-CONTRIBUTING



521 SE 18TH
BUILT 1904
SFH ON 4000 SF
CONTRIBUTING STRUCTURE



535 SE 18TH
BUILT 1906
SFH ON 6000 SF
CONTRIBUTING STRUCTURE



601-09 SE 18TH
BUILT 1920
5-PLEX ON 5000 SF
CONTRIBUTING STRUCTURE



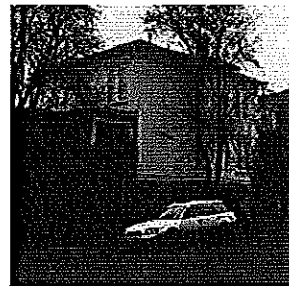
515 SE 19TH
BUILT 1906
SFH ON 4000 SF
CONTRIBUTING STRUCTURE



523 SE 19TH
BUILT 1910
SFH ON 4000 SF
CONTRIBUTING STRUCTURE



526 SE 19TH
BUILT 1911
2-PLEX ON 5700 SF
CONTRIBUTING STRUCTURE



534 SE 19TH
BUILT 1888
4-PLEX ON 4300 SF
CONTRIBUTING STRUCTURE



612 SE 19TH
BUILT 1892
SFH ON 5000 SF
CONTRIBUTING STRUCTURE



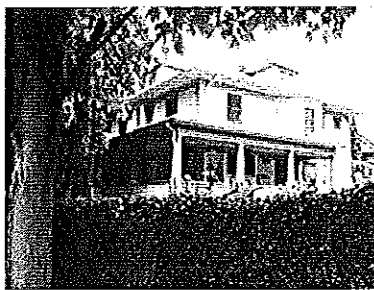
622-24 SE 19TH
BUILT 1901
2-PLEX ON 5000 SF
CONTRIBUTING STRUCTURE



1535 SE ALDER
BUILT 1904
3-PLEX ON 10000 SF
CONTRIBUTING STRUCTURE



1915 SE ALDER
BUILT 1905
SFH ON 5000 SF
CONTRIBUTING STRUCTURE



1505 SE WASHINGTON
BUILT 1905
SFH ON 6500 SF
CONTRIBUTING STRUCTURE



1816 SE WASHINGTON
BUILT 1904
SFH ON 6223 SF
CONTRIBUTING STRUCTURE

Proposals 348 and 928 would "... provide more housing capacity adjacent to centers and corridors to reflect availability of transit, services and amenities. Proposed changes also would promote greater uniformity in scale and intensity of development within these areas....This designation allows a mix of housing types that are single-dwelling in character. This designation is intended for areas near, in, and along centers and corridors, near transit station areas, where urban public services, generally including complete local street networks and access to frequent transit, are available or planned."

There are fallacies associated with this proposal. First of all, this change is being proposed for current R5 zoned lots so that they can better "blend" the transition from transit corridors and high-density development to R5 zoning. As the first map shows, many of the lots covered are within the heart of a very residential area and are not close to transit corridors.

Second, the implication that this would provide a greater mix of housing types than what currently exists is incorrect. It is obvious that no one involved with this project has done a field assessment of this area.

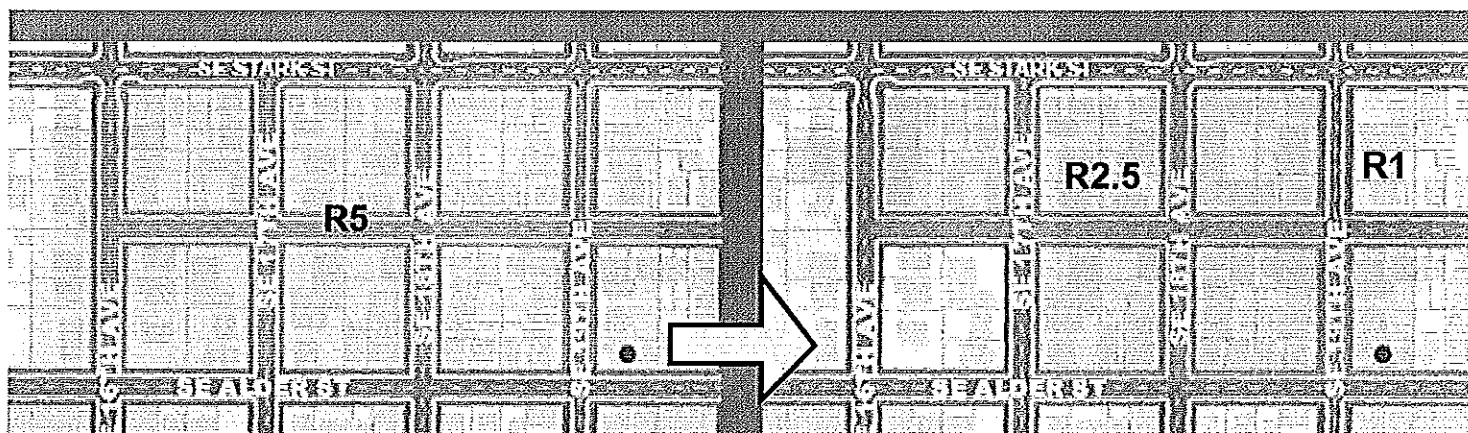
Third, the implication that these changes would increase overall density is also incorrect. On some lots there will be a gain of 2 units. Many lots are already at R2.5 density. On others there will be a net loss of 5 or more units.

Fourth, the result of these changes will be to encourage teardowns and replacement with single-family homes with purchase prices beyond the reach of many people. Teardowns and new construction create far more CO2 than renovation and repurposing of existing buildings. Many of the existing homes have a history of conversions into duplexes and triplexes.

These changes will destroy the historic character of the neighborhood not just through loss of older homes. Lots interior to the block will require either flaglots or attached townhomes with their entrances facing a side lot line, which is completely counter to the historic development pattern of front porch and front door facing the street. In addition, it will replace the rich variety of structures now existing with a monoculture of expensive housing that will serve only one segment of the population. This area is eligible to be a National Register Historic District in the future. Seventy-seven percent of existing structures having contributing status, which is a very high percentage.

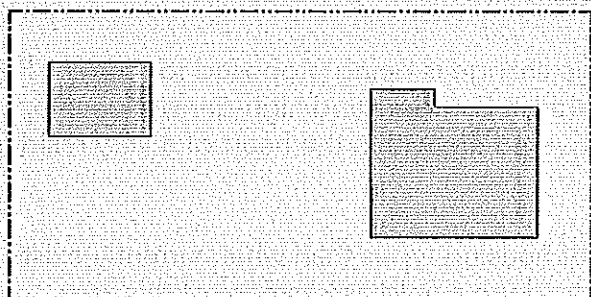
I am not opposed to zoning changes that reflect actual use or put density in appropriate places. There are many properties in the Buckman neighborhood that currently meet the R2.5 standards, and changing their zoning from R5 to R2.5 would ensure their continued existence. I find it odd that instead of this approach, many of these properties are allowed to remain R5, while structures which meet the R5 standards are put in danger of demolition by being rezoned to R2.5.

Please consider a council amendment to delete these changes from the Comprehensive Plan.

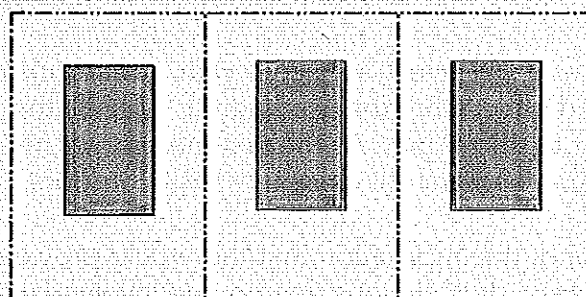


Proposals #348 & 928 will replacement of a variety of existing housing types by unaffordable single family houses

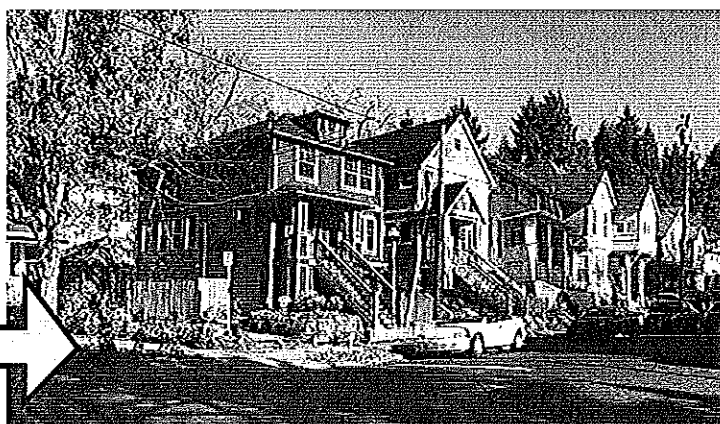
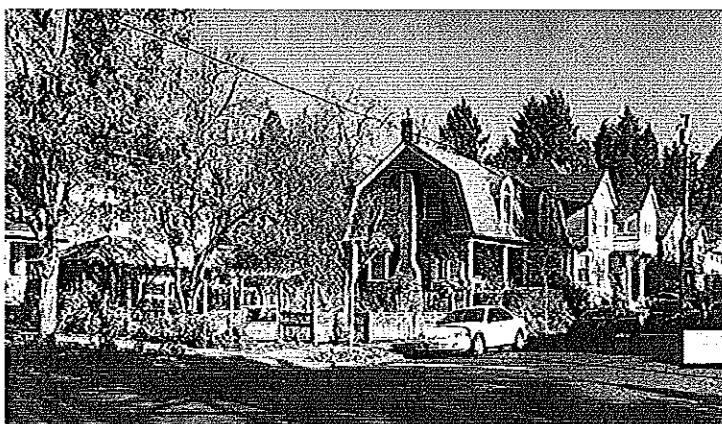
R5 (5000 SF) lots are changed to R2.5 (1600 SF) lots
 A 5000 SF lot can be subdivided into three 1667 SF lots, each with a single family home



Original building footprints



What would be allowed under the new zoning



This change will result in more teardowns and

- the loss of affordable housing and density
- the loss of historic homes

- the loss of trees and open spaces
- the loss of neighborhood character

Arevalo, Nora

From: Sheila Baraga <sheilabaraga@gmail.com>
Sent: Monday, January 11, 2016 10:33 PM
To: BPS Comprehensive Plan Testimony
Cc: Stockton, Marty
Subject: Opposition to Proposed zoning changes #62, #348 & #928 in Buckman.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City of Portland and Marty,
 I oppose the following proposed upzoning of the Buckman neighborhood :

- **Proposed Change #62**, would greatly increase density along Belmont and Morrison, which would divide our neighborhood in half.
- **Proposed Change #348** would change an area of 7 blocks from R5 to R2.5. 6.5 blocks to R2.5 and 1/2 block to R1. (This means that a house sitting on a 5000 SF lot could be torn down to accommodate 3 new houses, since the minimum lot size for R2.5 is 1600 SF. Conversely, it also means that a multifamily building on a 5000 SF lot containing 4 or more multifamily units could be torn down for only 3 new units, since that would be the maximum allowed density).
- **Proposed Change #928** would change 1/2 block of R5 to R1, and would also incentivize demolition of existing structures.

Why is this all a bad idea? Buckman currently has a variety of housing types that are affordable. Under this proposed change, yes, we would gain 2 units for every single family house on a 5000 SF lot, and we would also lose FAR MORE apartments. The effect of this change would be to introduce a monoculture of housing types in this neighborhood, affordable only to those people who can pay \$700,000 for a new 3000+ SF single family house. We would be losing affordable housing, decreasing density in the neighborhood and also gentrifying the neighborhood.

The result of the proposed zoning change would create incentive for developers to tear down historic structures that tell the early story of Portland and also many affordable apartments.

Thank you for all you do to keep Portland livable.
 Sheila Baraga
 512-518 se 16th Ave
 Portland 97214

Baraga Design & Consulting
 423 SE 15th Avenue
 Portland, Oregon 97214
 503.318.8338

sheilabaraga.com

Arevalo, Nora

From: Margaret DeLacy <margaretdelacy@comcast.net>
Sent: Monday, January 11, 2016 10:22 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Portland Comprehensive Plan staff:

I believe that the Eastmoreland neighborhood should be upzoned to R7. It is distressing to say the least that the city staff has disregarded the testimony of so many of my neighbors to that effect. The process has not been fair or transparent. In fact, it has undermined our faith in the integrity of Portland's government.

I also believe that the Single Dwelling code as it currently stands should not be included in the Comprehensive Plan.

Thank you for your consideration,

sincerely yours,

Margaret DeLacy, Ph.D.

7356 SE 30th. Av.
Portland OR 97202

Arevalo, Nora

From: Leonard Waggoner <waggoose@centurytel.net>
Sent: Monday, January 11, 2016 2:08 PM
To: BPS Comprehensive Plan Testimony
Subject: Copy of testimony given at Mittleman Jewish Community Center.
Attachments: speech to Portland city council for Jovenco.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Attention: Council Clerk

Attached is the testimony I presented to the City Council on December 3, 2015. I want to be sure its entered in the record.

Thanks for your assistance.

Leonard Waggoner
33951 S.E. Oakview DR.
Scappoose, Or. 97056\

503 543 2934

or Cell: 503 313 7881

December 29, 2015

Good Afternoon members of the City Council

My name is Leonard Waggoner, my address is 33951 S.E. Oakview Dr., Scappoose, Or. 97056

I am a Real Estate Development Consultant for commercial and multifamily properties.

Fact # 1: The city council is the presiding political body for the City of Portland and any comprehensive plan map change must be approved by your majority and subsequently approved by the state of Oregon.

Fact # 2: Approval of the comprehensive plan in question will be followed by a zone change to Institutional Campus IC, since the comp. plan change and the zone change are interrelated.

Fact #3: My client, Jovenco, owns a parcel of land, 6,000 Square feet with a 9 unit, 2 story apartment building 8000 Square feet in size.

Fact #5: The client's property, located at 2244 N.W. Overton is zoned RH (residential high density).

Fact #6: The property at 2244 NW Overton has a FAR factor of 4:1 thus allowing a remodel or new construction up to 24,000 Square feet under the current zoning codes.

Fact #7: When the comprehensive plan and subsequent zone change are applied to my client's property as proposed the only use my client will have for the property is to operate it in its current function under the "grandfather" rules.

Fact #8: Since the action of this political body will result in eliminating any increase in value currently allowed under the RH and the 4:1 FAR it can be determined that the comprehensive plan map

change and subsequent zone change are in fact a condemnation of my client's property.

Fact #9: The power of condemnation by a political body such as this comes from the 5th Amendment to the U.S. Constitution, defined in the "Eminent Domain" authority, and have defined:

Elements of Eminent Domain

To exercise the power of eminent domain, the government must prove that the four elements set forth in the Fifth Amendment are present: (1) private property (2) must be taken (3) **for public use** (4) and with just compensation.

Legacy hospitals (Is not a public entity)

Legacy Health, a nonprofit, locally owned organization based in Portland, Oregon, and serving Oregon and Southwest Washington, is well-known for its hospitals, the only health system covering the Portland-Vancouver area with multiple hospitals and a specialized children's hospital.

Taking: The second element refers to the taking of physical property, or a portion thereof, as well **as the taking of property by reducing its value.**

Fact #10: The notice from the City of Portland, Bureau of Planning and Sustainability, of October 13, 2015 states **“These changes may affect the value of your property”**

Fact #11: In order to seek redress against this process, the client's only course of action is to bring suit against the City of Portland for condemnation and loss of potential value.

Fact #12: My client is a reasonable individual and seeks only to have his property removed for the comprehensive plan map change and subsequent zone change herein discussed, and further to be assured by the City of Portland that the current RH zone and 4:1 FAR factor will be protected now and into the future.

Fact: The responsibility for resolution is yours!

Arevalo, Nora

From: Robert McCullough <Robert@mresearch.com>
Sent: Monday, January 11, 2016 12:54 PM
To: BPS Comprehensive Plan Testimony
Cc: KleinmanJL@aol.com; Rod Merrick; Clark Nelson
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

January 11, 2016

Mayor Charlie Hales and Commissioners Fish, Fritz, Novick, and Saltzman
 1221 SW 4th Avenue, Room 340
 Portland, OR 97204

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

Thank you for this opportunity to submit additional testimony on the current comprehensive plan. As you are aware, the Eastmoreland Neighborhood Association has participated fully in the Comprehensive Plan only to have our comments, submissions, and testimony derisively dismissed.

On November 19, 2015 we submitted a Public Records Request to the appropriate addressee at BPS, Eden Debbs. Ms. Debbs responded promptly that the request had been received and asked for clarification.

No response has been received. Since the close of comments is just three days off, the delay in response would seem to be designed to forestall effective comment in the Comprehensive Plan process. If so, the strategy appears to be working.

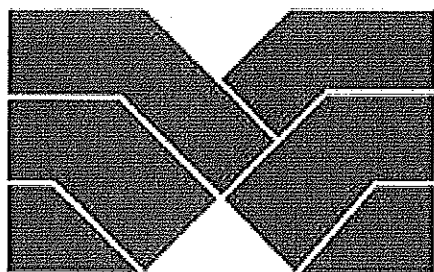
The situation is as follows. Eastmoreland requested a change in zoning to R7 to bring zoning into consistency with the lot sizes and character of the neighborhood. The proposal was originally recieved positively. Unfortunately, without notice or discussion, the staff has lobbied energetically to forbid Eastmoreland this change while allowing it for very similar neighborhoods. No data or research has been submitted to support their position, not have they been willing to discuss the issue.

Our request was designed to elicit these materials. By delaying beyond the end of comments, it would seem BPS would like to keep their decision making process opaque and avoid an open discussion.

We would request that you would intervene to force BPA to follow Oregon's open document rules.

Thank you,

Robert McCullough
 President
 Eastmoreland Neighborhood Association



Robert McCullough
Managing Partner
McCullough Research
6123 S.E. Reed College Place
Portland, Oregon 97202
Robert@mresearch.com
www.mresearch.com

503-771-5090 (direct) 503-777-4616 (office) 503-784-3758 (cell)

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Arevalo, Nora

From: Arevalo, Nora
Sent: Monday, January 11, 2016 12:13 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Public Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

From: Laurie Tull [mailto:laurat@pdx.edu]
Sent: Monday, January 11, 2016 10:51 AM
To: Arevalo, Nora <Nora.Arevalo@portlandoregon.gov>
Subject: Re: Public Testimony

Good morning Nora,

For the purposes of including my comment as public testimony my mailing address is:
Laurie Tull
8334 N Dwight Ave
Portland, OR 97203

Thank you so very much,
Laurie

On Mon, Jan 11, 2016 at 10:19 AM, Arevalo, Nora <Nora.Arevalo@portlandoregon.gov> wrote:

Laurie,

Thank you for submitting your comment. In order for us to include it as public testimony, we will need your physical address. Could you provide us with such? Thank you

Nora Arevalo

Community Services Aide II

Arevalo, Nora

From: Arevalo, Nora
Sent: Monday, January 11, 2016 12:13 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Public Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

From: nancy leonard [mailto:leonar80msu@gmail.com]
Sent: Monday, January 11, 2016 12:09 PM
To: Arevalo, Nora <Nora.Arevalo@portlandoregon.gov>
Subject: Re: Public Testimony

Certainly,

also if you would add to my testimony, that regardless of their decision, maintaining a green space in that vicinity of the Downtown area would be a good decision to maintain the open and green entry to St. Johns. So if Ivy Island needs to be removed from its current location, I would hope they would add a similar size vegetated area to that portion of the downtown area such as adjoining one of the sidewalks.

nancy leonard
 9346 n pier park place

On Mon, Jan 11, 2016 at 12:04 PM, Arevalo, Nora <Nora.Arevalo@portlandoregon.gov> wrote:

Thank you for submitting your comment. In order for us to include it as public testimony, we will need your physical address. Could you provide us with such. Thank you,

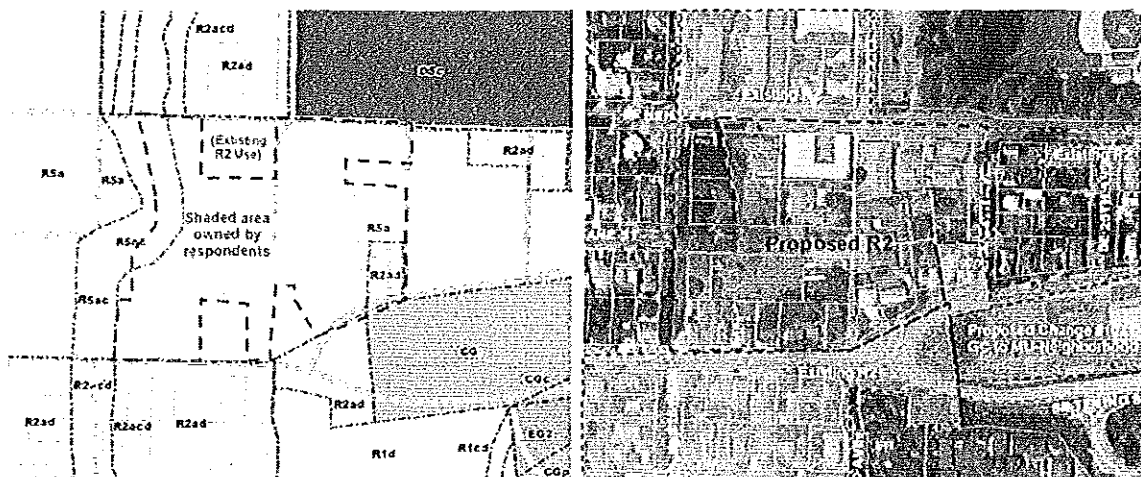
Nora Arevalo

Community Services Aide II

DATE 6-11-16 4:37:54

Comprehensive Plan – Public Testimony
Re: Proposed Change #1071 (SE Tacoma Street)

We are both lifetime residents living within one block of Proposed Change #1071. We support this change. Our comment is that there is an opportunity to rezone the area adjacent to #1071 to R2, to expand additional residential development (see map):



- Area is currently adjacent to R2 zones on 3 sides, and one of the lots in the area is an existing R2 use.
- Existing infrastructure can support R2's higher density as-is. R2 designation takes advantage of proximity of Tacoma Street MAX, other bus transit, Springwater & Spokane Street bikeways and major arterials.
- Westmoreland Park, the adjacent MU-Neighborhood zone and other amenities will cater to and sustain higher density development.
- We live in as well as own all but 4 of the lots in the proposed area (see map). Much of this land is vacant or underutilized. Development to the R2 standard would achieve many City housing goals while maintaining livability for existing residents (including us).

For these reasons we hope City Council will consider designating this area as R2 in the 2035 Comprehensive Plan. We are happy to discuss these items in further detail, feel free to contact us.

Respectfully Submitted,

Joe Mitchoff
2126 SE Nehalem Street
503-348-8828
mitchoff@gmail.com

~~Nicht nützlich~~

Mike Mitchoff
2211 SE Spokane Street
503-891-1999
mike.mitchoff@comcast.net

Written Testimony on Historic Preservation and the 2035 Comprehensive Plan - Before Portland City Council

By James S. Heuer, Chairperson, Portland Coalition for Historic Resources

January 7, 2016

Mayor Hales and Members of the Portland City Council, my name is Jim Heuer, and I write this as Chair of the Portland Coalition for Historic Resources. This volunteer organization represents the largest historic districts in the City, preservation activists, and the two major regional non-profits dedicated to historic preservation: the Bosco-Milligan Foundation and Restore Oregon. I am one of the PCHR representatives from the Irvington Historic District, and we have representatives from the Alphabet District, the proposed Buckman historic district, the Ladd's Addition Historic District and several neighborhoods which are not officially designated but are every bit as important historically at both the State and National level, including Laurelhurst and Eastmoreland.

PCHR representatives will be supplying detailed remarks on neighborhood-specific concerns, but here is the bigger picture:

Portland is an old city. Many people like to think of Portland as a hip and happening place, but much of its appeal to tourists and the influx of the creative classes is our built environment... our picturesque downtown and historic Old Town and Chinatown areas, our vast bungalow neighborhoods dating to the early 20th Century -- providing the same cozy, practical housing for the middle and working classes as they did 100 years ago, and the precious survivors of the halcyon days of the 19th Century when Portland was the richest city per capita west of Chicago. The numbers tell the tale -- if you exclude the areas annexed to Portland in the 1990s, the age of our housing stock is comparable not to that of western cities like Los Angeles, Phoenix or Houston, but instead to Chicago, Philadelphia and Baltimore.

And unlike cities like Cleveland, Buffalo, Philadelphia and others in the east with shrinking populations and a desolate historic core, our historic neighborhoods are vital, popular places to live -- cherished by their residents, appreciated by thousands of heritage tourism visitors, and drawing ever greater numbers of eager buyers -- indeed their very popularity threatening the affordability, cultural diversity, and character that has drawn people to Portland in the first place. Moreover, they include some of the highest density areas in the City -- many, like the Irvington Historic District, having a population density more than double that of Portland as a whole. But you'd never know this from reading the Comprehensive Plan documents..

Sure, there are some lovely goals and sub-goals that mention these issues, but in the proposed zoning, where the rubber meets the road, the Plan exhibits the same destructive one-size fits all aspirational zoning that has resulted in the current cacophonous state of development in Portland... Development which has succeeded in disrupting the fabric of our traditional neighborhoods and business streetscapes while achieving minimal overall increases in the concentrated residential density required for meaningful reductions in transportation-based carbon footprint.

The problem is that aspirational zoning applies higher density zone designations wherever the planners hope some-day greater density might happen -- without regard to what is already there. The "hope" is that the real-estate market will produce the density and help the city achieve its carbon footprint reduction goals. Since the planners freely admit that the "realization" of the build-out of those areas will never approach 100%, the only solution is to over zone in hopes of someday getting to the desired density. Sadly, the result is a scattershot of higher density projects -- eroding the character of our neighborhoods -- without ever once achieving the critical mass of density to support 10-minute transit intervals or a major expansion of bicycle corridors crisscrossing the city.

But not only is the already-observed outcome of this scatter-shot approach to increasing density a failure... it is also a direct violation of state law. Portland is a signatory to an agreement with the State of Oregon and is thus designated as a Certified Local Government, which requires Portland to apply its zoning powers to protect and nurture its designated historic districts and to stay current on what parts of the city are or should be historically designated. The Comp Plan's refusal to align zoning with historic resource review guidelines covering thousands of contributing structures in both Historic Districts and Historic Conservation Districts is an affront to this legal commitment.

The Planning and Sustainability Commission and BPS have put increasing density at the forefront of all priorities. This priority has trumped the preservation of Portland's historic character, traditional neighborhoods, and cultural richness -- but un-necessarily so. The fine print of the Comp Plan admits that the Buildable Lands Inventory shows that current zoning designations provide for substantially more residential unit capacity than is called for between now and 2035. Moreover, the vast expanses of Portland that are currently zoned for R10 and R20 densities -- suburban or even rural density levels which have no place in a city aspiring to ever greater population density -- encompassing at least 12 square miles of land within the city limits -- seem to have escaped the planners entirely.

The Comp Plan's lack of attention to these issues is not due to a failure of the community to speak up. Neighborhood associations, and citizens' groups, not to mention countless individuals via the Map App, have repeatedly raised these issues over the last several years. Nearly all such appeals have been ignored.

Our goal is to present specific requests to modify the Comp Plan to better protect our precious historic resources and the vital cultural and historic fabric of our traditional neighborhoods. We are asking the Council to take our concerns seriously and act accordingly by setting aside resources and time in the "fine tuning" stage of the Comp Plan to address the identified gaps in protection of historic resources in the current Comp Plan proposals.



Jan. 7, 2016 (Transmitted this day to the e-mails cited)

City of Portland
 City Council <cctestimony@portlandoregon.gov>
 1221 SW 4th
 Portland, OR 97204

CC: Susan Anderson, BPS Director, Susan.Anderson@PortlandOregon.gov
 Joe Zehnder, Long Range Planning Manager, Joe.Zehnder@portlandoregon.gov
 Eric Engstrom, Comprehensive Plan Manager, Eric.Engstrom@portlandoregon.gov
 Nan Stark, BPS NE District Liaison, nan.stark@portlandoregon.gov
 Alison Stoll, Executive Director Central NE Neighbors, alisons@cnncoalition.org

Subject: Recommended Provisional Map Amendments to the Recommended Comprehensive Plan Update for 60th Ave. Station Area and Euclid Heights Subdivision subject to public involvement to be completed by March 15, 2015.

Honorable Mayor Hales and City Commissioners:

Thank you for the opportunity to testify on the Recommended Comprehensive Plan Map. On Wed. January 6th the Rose City Park Neighborhood Association (RCPNA) the Land Use and Transportation Committee (LU & TC) held an emergency meeting to review the Provisional Map Amendments for the 60th Ave. Station Area and Euclid Heights Subdivision. The reason for the emergency meeting was Chairman DeRidder had discovered we had the opportunity to recommend approval of a Provisional Map Amendment if it were sponsored by one of the City Commissioners or the Mayor. A Provisional Amendment would enable us the needed time for public involvement for these two areas after the final public hearing on the Comprehensive Plan Update scheduled for Jan. 7th and prior to the City Council's final hearing in April, 2016.

Mayor Charlie Hales has graciously offered his sponsorship for these two RCPNA Provisional Map Amendments that are to be presented at the Jan. 7th City Council hearing thereby making the delayed public involvement for these two areas possible <Thank You!!>

At the January 6th, 2016, the LU & TC recommended approval of the following:

"Provisional Map Amendments for two areas within the RCPNA with the understanding that there has not been adequate time for public involvement to be conducted. The

RCPNA pledges to work with BPS and PBOT to provide extensive public involvement between now and March 15, 2015 for these areas with the understanding that a final version of these map amendments will be provided to the City Council at least one week prior to their final hearing on the Recommended Comprehensive Plan Update in April, 2016. The two Provisional Map Amendments are as follows:

1. Down-zoning of Euclid Heights, with the exception of 2 lots, from R2.5 to R5, as illustrated in Exhibit A; and
2. Redesign of 60th Ave. Station Area to shift high density residential away from I-84's poor air quality and add Mixed Use Commercial, as illustrated in Exhibit B."

Reasoning for the proposed amendments:

1. Euclid Heights Subdivision has remained zoned R5 over the past 35-years and contains homes built on 5,000+ sq. ft. lots. The plan designation should match the current R5 zoning of the site. This will encourage stabilization of property values.
2. The 60th Ave. Station Area land use designations had been established when the Max Light Rail station was completed. At that time planning did not consider the health consequences of clustering high density residential next to Interstate I-84. In addition, this part of the neighborhood has remained a hodge-podge of development as very few of the properties have up-zoned to the comprehensive plan densities. It is our goal to work with the residents and property owners in this area to design a 'red carpet' of uses leading to the access at the 60th Ave. Max Station while supporting the working class home owners that populate the majority of this area.

The RCPNA LU & TC has made the final decision for RCPNA on this matter as our By-Laws allow this authority when the decision is time sensitive, as it was here.

Thank you again for the opportunity to provide input on the Recommended Comprehensive Plan Map and allowing us the critical time needed to conduct public outreach with our residents and business owners by supporting the two Provisional Map Amendments.

My best,

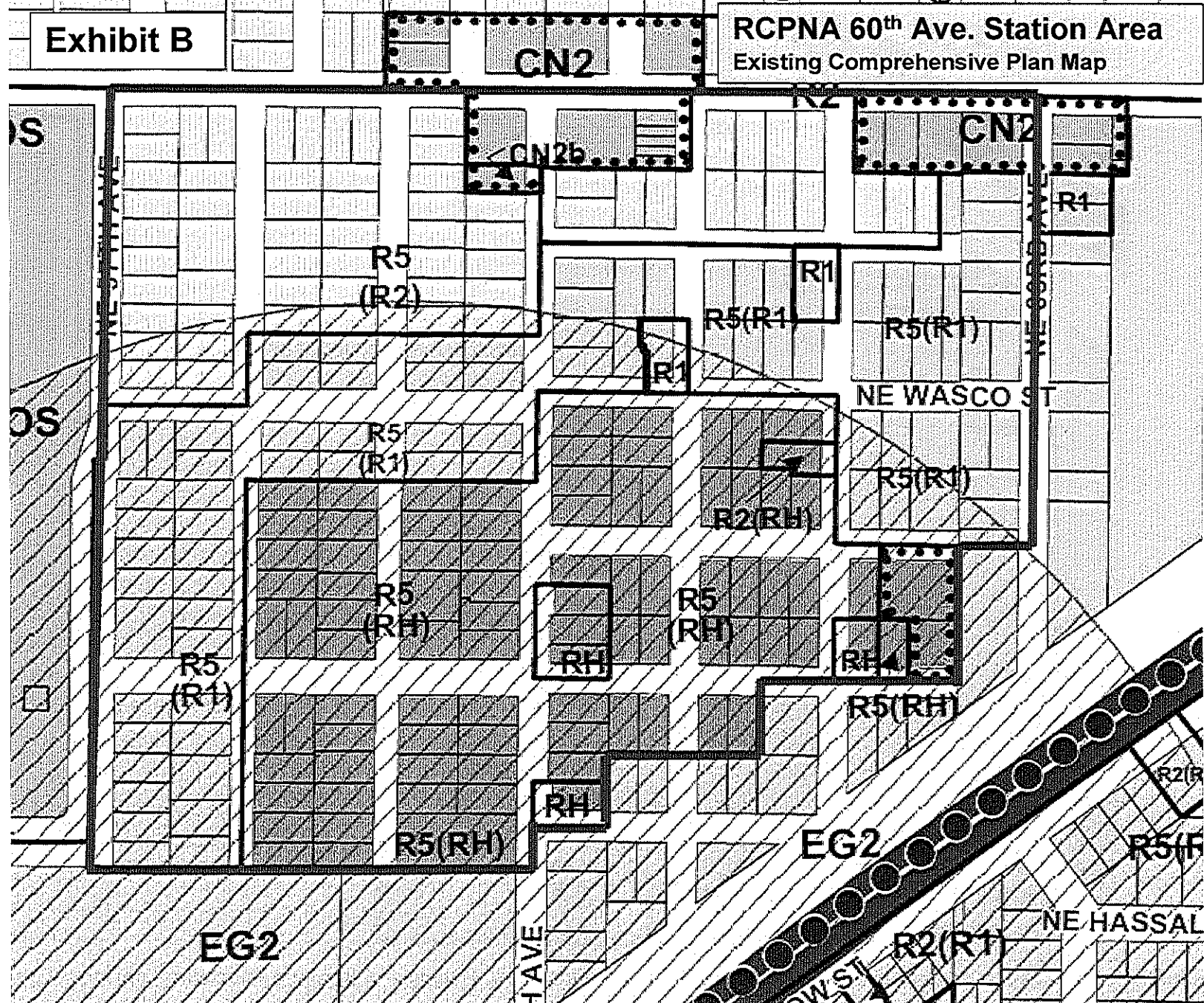


Tamara DeRidder, AICP
Chair, RCPNA
1707 NE 52nd Ave.
Portland, OR 97213

Exhibits:

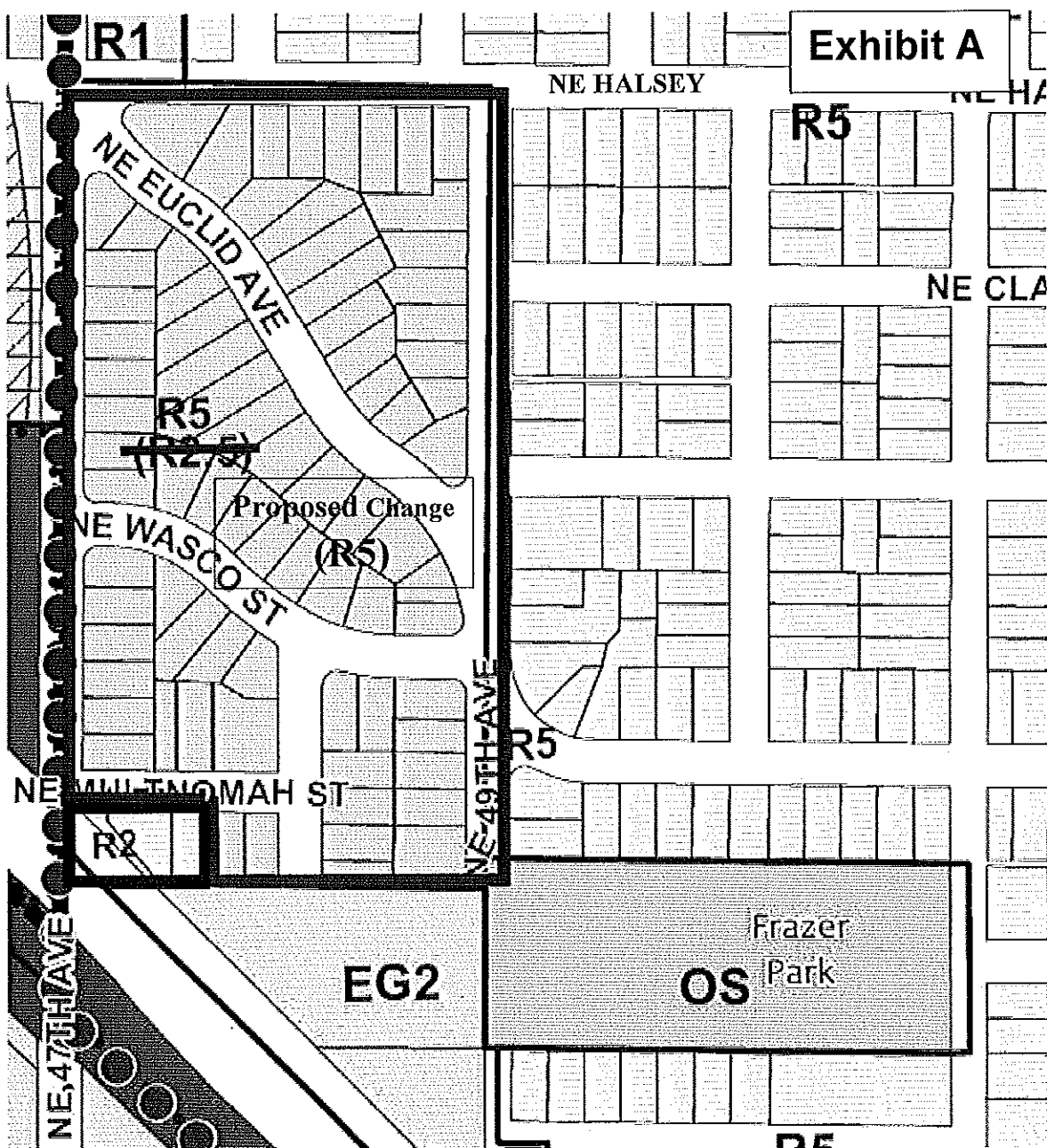
- A. Tentative Map Amendment down-zoning Euclid Heights Subdivision from R2.5 to R5, except for two lots zoned R2.
- B. Tentative Map Amendment for the Re-Design of the 60th Ave. Station Area.

City Council Testimony 01072016 – RCPNA Recommended Provisional Map Amendment of 60th Ave. Station Area





Recommended Comprehensive Plan Testimony Jan.7, 2016, Portland City Council
RCPNA Provisional Map Amendment Rezoning of Euclid Estates from R2.5 to R5



On Jan. 6, 2016 the RCPNA LU & TC conducted an emergency meeting and unanimously approved the Proposed Provisional Map Amendment of Euclid Heights Subdivision, outlined in red above and excluding 2 properties that are zoned R2. This is to be a Provisional Map Amendment as it has not yet had notified public involvement. This public involvement is to be completed by mid-March 2016. Thank you for your consideration.

Tamara DeRidder, AICP
Chair, RCPNA
Co-Chair, LU & TC
1707 NE 52nd Ave.
Portland, OR 97213

CITY COUNCIL TESTIMONY ON 2035 COMPREHENSIVE PLAN

Stewart Rounds
7609 SW 33rd Avenue, Portland, OR 97219
November 19, 2015

Mayor Hales and Council Members,

The 2035 Comprehensive Plan is critical for guiding and shaping development in the next 20 years. Getting the Plan and accompanying zoning "right" should result in sensible development and redevelopment that allows Portland to accommodate growth, but do so in a way that improves upon some aspects of our beloved city and preserves those characteristics that are most dear to its population.

Portland is a city of distinct neighborhoods, and I see that the Comprehensive Plan acknowledges that one size does not fit all, and that it is important to have policies and regulations that "protect the qualities that people value" about these neighborhoods.

That's great, but have we really taken the time to identify what it is about Portland and its neighborhoods that make them special?

Well, I live in the Multnomah Village neighborhood in SW Portland, and I love the fact that the Village is a distinct and historic neighborhood that feels like a small town. In fact, it is that quaint, charming, and small-town vibe with local small businesses that is so highly valued by Village residents and visitors alike.

I have here the signatures of 1,809 people as well as almost 700 individual comments testifying that these small-town characteristics of Multnomah Village are worth preserving, and that allowing 4-story or higher buildings in the Village core, as allowed in the Comprehensive Plan, would destroy the character of the Village.

Indeed, one size does NOT fit all. Let's take the time to determine what is special about our neighborhoods, then craft policies and regulations that recognize, promote, and preserve those characteristics while still allowing for sensible development. For Multnomah Village, improvements to the Comprehensive Plan would include the use of CM1 rather than CM2 zoning, designation of the Village as a neighborhood corridor rather than a neighborhood center, and adoption of a plan district for the Village.

Thank you. Please add this testimony to the record.

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1	Stewart Rounds	Portland	Oregon	97219	United States	6/7/2015
2	Bill Kielhorn	Portland	Oregon	97219	United States	6/7/2015
3	Barbara Bonn-Taylor	Portland	Oregon	97221	United States	6/7/2015
4	Daniel Snyder	Portland	Oregon	97206	United States	6/7/2015
5	Iaura wozniak	Portland	Oregon	97219	United States	6/7/2015
6	Janet Mawson	Portland	Oregon	97212	United States	6/7/2015
7	Scott Sowers	Portland	Oregon	97222	United States	6/8/2015
8	Jane Peterson	Portland	Oregon	97219	United States	6/8/2015
9	angie tanyi	Portland	Oregon	97219	United States	6/8/2015
10	Stephanie Linn	Portland	Oregon	97219	United States	6/8/2015
11	DeAnna Zimmerman	Portland	Oregon	97219	United States	6/8/2015
12	Karrie Sundbom	Portland	Oregon	97219	United States	6/8/2015
13	Daniel riley	Portland	Oregon	97219	United States	6/8/2015
14	Amanda whitesides	Portland	Oregon	97219	United States	6/8/2015
15	Megan Murphy	Portland	Oregon	97219	United States	6/8/2015
16	Jennifer Holloway	Portland	Oregon	97219	United States	6/8/2015
17	Lynn Hager	Portland	Oregon	97221	United States	6/8/2015
18	Elissa Morris	Portland	Oregon	97219	United States	6/8/2015
19	Kim Meyers	Portland	Oregon	97239	United States	6/8/2015
20	Patricia Moomaw	Portland	Oregon	97215	United States	6/8/2015
21	Joan Wray	Portland	Oregon	97219	United States	6/8/2015
22	Rosalyn Roy	Portland	Oregon	97219	United States	6/8/2015
23	John Gaudette	Portland	Oregon	97219	United States	6/8/2015
24	Michael Loftus	Portland	Oregon	97219	United States	6/8/2015
25	Jessica Fuller	Portland	Oregon	97223	United States	6/8/2015
26	Donna Kuttner	Portland	Oregon	97221	United States	6/8/2015
27	Katy Tibbs	Portland	Oregon	97219	United States	6/8/2015
28	Pat Roberts	Portland	Oregon	97214	United States	6/8/2015
29	Claire Cowan	Portland	Oregon	97219	United States	6/8/2015
30	Alyssa Stewart	Portland	Oregon	97219	United States	6/8/2015
31	Brie stoianoff	Portland	Oregon	97225	United States	6/8/2015
32	Joan Stein	Portland	Oregon	97219	United States	6/8/2015
33	Melissa Webb	Portland	Oregon	97219	United States	6/8/2015
34	Elizabeth Draper	Portland	Oregon	97219	United States	6/8/2015
35	sia whelden	Portland	Oregon	97219	United States	6/8/2015
36	Cydne Casper	Portland	Oregon	97219	United States	6/8/2015
37	Helen and Mike Green	Portland	Oregon	97219	United States	6/8/2015
38	Tamara Bakewell	Portland	Oregon	97219	United States	6/8/2015
39	Kimberly Hamberg	Portland	Oregon	97219	United States	6/8/2015
40	Lee Draper	Portland	Oregon	97219	United States	6/8/2015
41	Melissa thompson	Portland	Oregon	97219	United States	6/8/2015
42	Margaret Convery	Portland	Oregon	97219	United States	6/8/2015
43	Ashlyn Johnson	Portland	Oregon	97219	United States	6/8/2015
44	Dorothy Weiss	Vancouver	Washington	98683	United States	6/8/2015
45	mary leach	Portland	Oregon	97223	United States	6/8/2015
46	Cindy Collins-Taylor	Portland	Oregon	97219	United States	6/8/2015
47	Sarah Mott	Portland	Oregon	97219	United States	6/8/2015
48	Kiley ariail	Portland	Oregon	97219	United States	6/8/2015
49	Roger Ellero	Portland	Oregon	97219	United States	6/8/2015
50	Kimberly Nadeau	Portland	Oregon	97239	United States	6/8/2015
51	Keith Lambe	Portland	Oregon	97203	United States	6/8/2015
52	Marian Fenimore	Portland	Oregon	97219	United States	6/8/2015
53	Rachael Roberts	Portland	Oregon	97219	United States	6/8/2015
54	Melinda Mallek	Salem	Oregon	97302	United States	6/8/2015
55	Don Chitwood	Portland	Oregon	97219	United States	6/8/2015
56	Liza Lopetrone	Portland	Oregon	97219	United States	6/8/2015
57	David Rhymer	San Francisco	California	94112	United States	6/8/2015
58	Iynn Joyce	Portland	Oregon	97221	United States	6/8/2015
59	Clarisa Walcott	Portland	Oregon	97219	United States	6/8/2015
60	Leslie Drentlaw	Lake Oswego	Oregon	97035	United States	6/8/2015
61	Elizabeth Prato	Portland	Oregon	97219	United States	6/8/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
62	Keli Zaloudek	Brooklyn	New York	11230	United States	6/8/2015
63	Heather Hastings	Portland	Oregon	97219	United States	6/8/2015
64	Nancy Baldwin	Portland	Oregon	97229	United States	6/8/2015
65	Lynn Ferber	Portland	Oregon	97202	United States	6/8/2015
66	Michael Molinaro	Portland	Oregon	97214	United States	6/8/2015
67	Kaylene Chittenden	Beaverton	Oregon	97008	United States	6/8/2015
68	Robert Wiltz	Paia	Hawaii	96779	United States	6/8/2015
69	Carol VanDomelen	Portland	Oregon	97219	United States	6/8/2015
70	Christina stroup	Bend	Oregon	97702	United States	6/8/2015
71	Michelle Barnes	Portland	Oregon	97213	United States	6/8/2015
72	Erin brummel	Beaverton	Oregon	97005	United States	6/8/2015
73	Curtis Witteveen	Portland	Oregon	97219	United States	6/8/2015
74	Karen Solomon	Portland	Oregon	97219	United States	6/8/2015
75	Lizann Schultz	Portland	Oregon	97219	United States	6/8/2015
76	Jessica Broderick	Portland	Oregon	97219	United States	6/8/2015
77	Peggy Anet	Portland	Oregon	97219	United States	6/8/2015
78	Katherine Marin	Portland	Oregon	97202	United States	6/8/2015
79	Roberta Jean Bauer	Portland	Oregon	97219	United States	6/8/2015
80	Kristen shaffer	Portland	Oregon	97206	United States	6/8/2015
81	Elisabeth Hendricks	Portland	Oregon	97219	United States	6/8/2015
82	Mark Spangler	Portland	Oregon	97219	United States	6/8/2015
83	Harold Metzger	Portland	Oregon	97210	United States	6/8/2015
84	Jacqueline Kuran	Vancouver	Washington	98685	United States	6/8/2015
85	virginia pringle-willard	portland	Oregon	97239	United States	6/8/2015
86	Barbara Norin	Portland	Oregon	97210	United States	6/8/2015
87	Paul Reynolds	Portland	Oregon	97202	United States	6/8/2015
88	kim wiebke	Portland	Oregon	97213	United States	6/8/2015
89	Sally Rutis	Portland	Oregon	97219	United States	6/8/2015
90	Julia Jane	Portland	Oregon	97219	United States	6/8/2015
91	Estelle Keating	Sherwood	Oregon	97140	United States	6/8/2015
92	Lori Halverson	Astoria	Oregon	97103	United States	6/8/2015
93	Jamie Zimmiond	Portland	Oregon	97219	United States	6/8/2015
94	Mike Gettel-Gilmartin	Portland	Oregon	97219	United States	6/8/2015
95	Jean Ellero	Portland	Oregon	97219	United States	6/8/2015
96	Jeri petrella	Portland	Oregon	97219	United States	6/8/2015
97	Marcee Cappell	Portland	Oregon	97202	United States	6/8/2015
98	Janet 'Jory' Aronson	Portland	Oregon	97214	United States	6/8/2015
99	Sylvia Boon	Newberg	Oregon	97132	United States	6/8/2015
100	Ruth Langlois	Portland	Oregon	97202	United States	6/8/2015
101	Shoshana Gordon	Portland	Oregon	97219	United States	6/8/2015
102	Jan Hurst	Portland	Oregon	97219	United States	6/8/2015
103	David Holstrom	Portland	Oregon	97202	United States	6/8/2015
104	Cristina Racklin	Portland	Oregon	97214	United States	6/8/2015
105	Bonni Goldberg	Portland	Oregon	97219	United States	6/8/2015
106	Kristin Bailie	Portland	Oregon	97219	United States	6/8/2015
107	Ken Weston	Portland	Oregon	97225	United States	6/8/2015
108	Shellah Kaytz	Hillsboro	Oregon	97124	United States	6/8/2015
109	Kathryn Zarosinski	Lake Oswego	Oregon	97035	United States	6/8/2015
110	Nicole Kilian	Portland	Oregon	97219	United States	6/8/2015
111	Amanda Edwards	Portland	Oregon	97219	United States	6/8/2015
112	Lon Shoemaker	Portland	Oregon	97219	United States	6/8/2015
113	Kaarin Ekstrum	Portland	Oregon	97221	United States	6/8/2015
114	Allison kresse	Portland	Oregon	97219	United States	6/8/2015
115	Gail Streicker	Portland	Oregon	97212	United States	6/8/2015
116	Carolee Dearborn	Portland	Oregon	97223	United States	6/8/2015
117	Sharon Sinderbrand	Winston	Oregon	97496	United States	6/8/2015
118	Michele Palmquist	Portland	Oregon	97224	United States	6/8/2015
119	Jennifer Gibson	Portland	Oregon	97219	United States	6/8/2015
120	leah miller	Portland	Oregon	97219	United States	6/8/2015
121	Michael willison	Portland	Oregon	97223	United States	6/8/2015
122	Elizabeth Ubiergo	Portland	Oregon	97225	United States	6/8/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
123	Kellie Nicholson	Kirkland	Washington	98033	United States	6/8/2015
124	Judith Ilenhard	Portland	Oregon	97225	United States	6/8/2015
125	Samantha Lau	Beaverton	Oregon	97008	United States	6/8/2015
126	Deborah Norton	Portland	Oregon	97219	United States	6/8/2015
127	Janet Baker	Portland	Oregon	97212	United States	6/8/2015
128	Barbara Kerr	Portland	Oregon	97211	United States	6/8/2015
129	Ronald ENGELEN	Portland	Oregon	97239	United States	6/8/2015
130	Tonja Robinson	Portland	Oregon	97219	United States	6/8/2015
131	Peter Hyland	Portland	Oregon	97219	United States	6/8/2015
132	Ariel Tindolph	Portland	Oregon	97239	United States	6/8/2015
133	Cerissa McFarlane	Portland	Oregon	97219	United States	6/9/2015
134	Leigh Otting	Portland	Oregon	97219	United States	6/9/2015
135	Micelis Doyle	Portland	Oregon	97227	United States	6/9/2015
136	Brooke Kennelley	Portland	Oregon	97239	United States	6/9/2015
137	Santosha Long	Portland	Oregon	97219	United States	6/9/2015
138	Anne Richards	Ashland	Oregon	97520	United States	6/9/2015
139	James Gorter	Portland	Oregon	97219	United States	6/9/2015
140	Elisa Mills	Portland	Oregon	97219	United States	6/9/2015
141	Justin Nelson	Veneta	Oregon	97487	United States	6/9/2015
142	Patrick Zwartjes	Portland	Oregon	97219	United States	6/9/2015
143	Ingrid Thorngren Gordon	Portland	Oregon	97221	United States	6/9/2015
144	Lee Meier	Portland	Oregon	97216	United States	6/9/2015
145	Tammy Stoner	Portland	Oregon	97214	United States	6/9/2015
146	John Johnston	Portland	Oregon	97219	United States	6/9/2015
147	Diana Schindler	Portland	Oregon	97219	United States	6/9/2015
148	Kate Cote	Portland	Oregon	97219	United States	6/9/2015
149	Ryan Wiley	Portland	Oregon	97267	United States	6/9/2015
150	Lisa Powell	Portland	Oregon	97217	United States	6/9/2015
151	Elizabeth Broten	Portland	Oregon	97219	United States	6/9/2015
152	Noah Banks	Portland	Oregon	97219	United States	6/9/2015
153	Charity Ralls	Portland	Oregon	97219	United States	6/9/2015
154	Sabrina Trembley	Lake Oswego	Oregon	97035	United States	6/9/2015
155	Sharyn Marcuson	Portland	Oregon	97223	United States	6/9/2015
156	Mindy Kilgore	Salina	Kansas	67401	United States	6/9/2015
157	Laura Friedman	New York	New York	10025	United States	6/9/2015
158	Nathan Gibson	Portland	Oregon	97219	United States	6/9/2015
159	Sheryl Goodman	Portland	Oregon	97219	United States	6/9/2015
160	Nelson Nelson	Skopje		-	Macedonia, Republic of	6/9/2015
161	Mark Bosnian	Portland	Oregon	97214	United States	6/9/2015
162	Bette Hess	Portland	Oregon	97221	United States	6/9/2015
163	Julie Shjandemaar	Portland	Oregon	97267	United States	6/9/2015
164	Stuart Oken	Portland	Oregon	97219	United States	6/9/2015
165	Jessica Beckwith	Bend	Oregon	97701	United States	6/9/2015
166	Justin Kertson	Portland	Oregon	97219	United States	6/9/2015
167	Matt Gaudette	White Salmon	Washington	98672	United States	6/9/2015
168	Bernie Bonn	Portland	Oregon	97219	United States	6/9/2015
169	Dawn Pearson	Portland	Oregon	97219	United States	6/9/2015
170	Joan Fromholtz	Portland	Oregon	97219	United States	6/9/2015
171	Cait Hendricks	Portland	Oregon	97219	United States	6/9/2015
172	Alix Maylie	Portland	Oregon	97209	United States	6/9/2015
173	CARRIE GOUDGE	Portland	Oregon	97223	United States	6/9/2015
174	Jessica Riness	Portland	Oregon	97219	United States	6/9/2015
175	Nancy Daggett	Portland	Oregon	97219	United States	6/9/2015
176	Elliott Mecham	Portland	Oregon	97219	United States	6/9/2015
177	Jeff Yocom	Portland	Oregon	97219	United States	6/9/2015
178	Christie Napolitano	Portland	Oregon	97224	United States	6/9/2015
179	Jelena Mrdjan	Portland	Oregon	97221	United States	6/9/2015
180	Greg Kubin	Portland	Oregon	97219	United States	6/9/2015
181	Mark Hamada	Lake Oswego	Oregon	97035	United States	6/9/2015
182	Vicki Coleman	Lake Oswego	Oregon	97034	United States	6/9/2015
183	Tera Johnston	Portland	Oregon	97219	United States	6/9/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
184	David Cascadden	Sherwood	Oregon	97140	United States	6/9/2015
185	Aubrie Bagtas	Henderson	Nevada	89014	United States	6/9/2015
186	Mary Usui	Portland	Oregon	97221	United States	6/9/2015
187	Martin Balish	Portland	Oregon	97219	United States	6/9/2015
188	Doug Garnett	Portland	Oregon	97202	United States	6/9/2015
189	Vesna Kostur	Portland	Oregon	97239	United States	6/9/2015
190	Aaron Bech	Portland	Oregon	97221	United States	6/9/2015
191	Elle Martini	Portland	Oregon	97215	United States	6/9/2015
192	Amanda Zoller	Portland	Oregon	97219	United States	6/9/2015
193	Kerry Garrow	Wilsonville	Oregon	97070	United States	6/9/2015
194	Pamela Alexander	Portland	Oregon	97239	United States	6/9/2015
195	brenda graham	Portland	Oregon	97219	United States	6/9/2015
196	Susan Thomson	Portland	Oregon	97219	United States	6/9/2015
197	James Miller	Portland	Oregon	97219	United States	6/9/2015
198	Mariesa blackwell	Portland	Oregon	97219	United States	6/9/2015
199	Deirdre Sennott	Portland	Oregon	97221	United States	6/9/2015
200	Lisa Palmer	Portland	Oregon	-	United States	6/9/2015
201	Elizabeth Fletcher	Beaverton	Oregon	97006	United States	6/9/2015
202	Corinne Ross	San Francisco	California	94118	United States	6/9/2015
203	Kali mustafa	Portland	Oregon	97205	United States	6/9/2015
204	Sam Tannahill	Portland	Oregon	97219	United States	6/9/2015
205	June DeSimone	Portland	Oregon	97219	United States	6/9/2015
206	John Sherwood	Woodland	Washington	98674	United States	6/9/2015
207	Susan Schreiber	Youngtown	Arizona	85363	United States	6/9/2015
208	Burke Pearson	West New York	New Jersey	07093	United States	6/9/2015
209	Monica Locklear	Portland	Oregon	97219	United States	6/9/2015
210	Carol DeSimone	Milwaukee	Wisconsin	53202	United States	6/9/2015
211	Tom Shrader	Portland	Oregon	97223	United States	6/9/2015
212	Stuart Worrell	Portland	Oregon	97223	United States	6/9/2015
213	Jennifer Saucy	West Linn	Oregon	97068	United States	6/9/2015
214	Madeline Pruett	Portland	Oregon	97202	United States	6/9/2015
215	Cathy Aguilar	Portland	Oregon	97230	United States	6/9/2015
216	Michele Sequeira	Portland	Oregon	97219	United States	6/9/2015
217	Ieslie amparan	West Covina	California	91790	United States	6/9/2015
218	Lauren Presberg	Portland	Oregon	97239	United States	6/9/2015
219	teddy presberg	portland	Oregon	97239	United States	6/9/2015
220	Debbie McFarlane	Beaverton	Oregon	97007	United States	6/9/2015
221	Brittany Thomas	Vancouver	Washington	98685	United States	6/9/2015
222	Barbara Spencer	Tualatin	Oregon	97062	United States	6/9/2015
223	noah kirshbaum	Portland	Oregon	97202	United States	6/9/2015
224	Al Franzke	Portland	Oregon	97229	United States	6/9/2015
225	barbara jeffords	Corbett	Oregon	97019	United States	6/9/2015
226	Marshall Rosario	Beaverton	Oregon	97006	United States	6/9/2015
227	David DeSimone	Portland	Oregon	97219	United States	6/9/2015
228	MELISSA HEIKKINEN	Portland	Oregon	97219	United States	6/9/2015
229	Justin Abbott	Portland	Oregon	97219	United States	6/9/2015
230	Margaret Davis	Portland	Oregon	97213	United States	6/9/2015
231	Adrienne Perkins	Portland	Oregon	97219	United States	6/9/2015
232	Carol Staropoli	Portland	Oregon	97219	United States	6/9/2015
233	Jackie Kraybill	Portland	Oregon	97219	United States	6/9/2015
234	Arlie Kangas	Portland	Oregon	97223	United States	6/10/2015
235	Toni stalsberg	Portland	Oregon	97215	United States	6/10/2015
236	Sharon Safley	West Linn	Oregon	97068	United States	6/10/2015
237	jack bookwalter	Portland	Oregon	97212	United States	6/10/2015
238	Brian Overall	Portland	Oregon	97221	United States	6/10/2015
239	Morgan Reaves	Portland	Oregon	97221	United States	6/10/2015
240	Ted Sod	West New York	New Jersey	07093	United States	6/10/2015
241	Malcolm Martin	Portland	Oregon	97222	United States	6/10/2015
242	Teri Parent	Portland	Oregon	97221	United States	6/10/2015
243	Mollie Stratton	Portland	Oregon	97203	United States	6/10/2015
244	Dana Dudley	Portland	Oregon	97222	United States	6/10/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
245	Martin Vavra	Portland	Oregon	97202	United States	6/10/2015
246	Kate Madden	Portland	Oregon	97218	United States	6/10/2015
247	Bethany McCraw	Portland	Oregon	97210	United States	6/10/2015
248	Kara Powell	Portland	Oregon	97219	United States	6/10/2015
249	Stephanie Salvey	Portland	Oregon	97282	United States	6/10/2015
250	Wendi Fields	Portland	Oregon	97209	United States	6/10/2015
251	Tiah Lindner	Portland	Oregon	97206	United States	6/10/2015
252	Lyndon Way	Damascus	Oregon	97089	United States	6/10/2015
253	Marla Goodman	Newberg	Oregon	97132	United States	6/10/2015
254	christine hurd	Portland	Oregon	97201	United States	6/10/2015
255	Edie Chase Curtin	Portland	Oregon	97219	United States	6/10/2015
256	Gretchen Bayless	Portland	Oregon	97219	United States	6/10/2015
257	Wendy Talbot	Portland	Oregon	97219	United States	6/10/2015
258	Allison Schultz	Portland	Oregon	97223	United States	6/10/2015
259	Tamara Marshall	Portland	Oregon	97214	United States	6/10/2015
260	Jeni Meurer	Portland	Oregon	97219	United States	6/10/2015
261	Sheila Goudge	Portland	Oregon	97219	United States	6/10/2015
262	Hailey robertson	Portland	Oregon	97219	United States	6/10/2015
263	Zoe Lavier	Portland	Oregon	97219	United States	6/10/2015
264	Erik Karlson	Portland	Oregon	97219	United States	6/10/2015
265	Connor Cravens	Portland	Oregon	97219	United States	6/10/2015
266	Sally Agnew	Lake Oswego	Oregon	97035	United States	6/10/2015
267	Sara Kennedy Adams	Portland	Oregon	97218	United States	6/10/2015
268	Julia Waters	Portland	Oregon	97210	United States	6/10/2015
269	Olivia Mabie	Portland	Oregon	97219	United States	6/10/2015
270	Cyndi Swaney	Salem	Oregon	97303	United States	6/10/2015
271	Lauren Gregg	Portland	Oregon	97221	United States	6/10/2015
272	Elin Elisa Kjarrsrud	Bergen		-	Norway	6/10/2015
273	Wynne Peterson-Nedry	Portland	Oregon	97201	United States	6/10/2015
274	Nancy Kollmeyer	Everett	Washington	98208	United States	6/10/2015
275	Teal mireiter	Portland	Oregon	97219	United States	6/10/2015
276	Valerie Mabie	Portland	Oregon	97219	United States	6/10/2015
277	Norma Abbott	Portland	Oregon	97219	United States	6/10/2015
278	Forrest Miller	Portland	Oregon	97223	United States	6/10/2015
279	Connie Crabtree	Portland	Oregon	97219	United States	6/10/2015
280	Chris Herring	Portland	Oregon	97218	United States	6/10/2015
281	k vogelsang	Portland	Oregon	97221	United States	6/10/2015
282	Derrin Twiford	Portland	Oregon	97211	United States	6/10/2015
283	Breelyn W	Andover	Minnesota	55304	United States	6/10/2015
284	Gabriel Felton	Lake Oswego	Oregon	97035	United States	6/10/2015
285	Kathleen Fiehrer	Portland	Oregon	-	United States	6/10/2015
286	Sarah Caitly Herbert	Portland	Oregon	97219	United States	6/10/2015
287	Logan Justus	Anchorage	Alaska	99508	United States	6/10/2015
288	Robert Corso	Portland	Oregon	97219	United States	6/10/2015
289	S Vu	Portland	Oregon	97219	United States	6/10/2015
290	Lauren bean	Portland	Oregon	97219	United States	6/10/2015
291	Alice Toler	Salt Lake City	Utah	84105	United States	6/10/2015
292	Sandra Biller	Seattle	Washington	98177	United States	6/10/2015
293	Natalie loomis	Portland	Oregon	97219	United States	6/10/2015
294	Lilian Hackl	Winhöring		-	Germany	6/10/2015
295	Ilan Goodman	Jerusalem		-	Israel	6/10/2015
296	Douglas mitchell	Portland	Oregon	97211	United States	6/10/2015
297	Rinaldo Pelosi	Portland	Oregon	97223	United States	6/10/2015
298	Erin Brush	Portland	Oregon	97219	United States	6/10/2015
299	Taylor Hood	Portland	Oregon	97219	United States	6/10/2015
300	John Grundman	Portland	Oregon	97219	United States	6/10/2015
301	Katy stellern	Portland	Oregon	97219	United States	6/10/2015
302	Jackie Troutman	Portland	Oregon	97209	United States	6/10/2015
303	Samantha Semon	Beaverton	Oregon	97006	United States	6/10/2015
304	Dexter Yee	Beaverton	Oregon	97006	United States	6/10/2015
305	Catherine Markham	Portland	Oregon	96211	United States	6/10/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
306	Frederick Banks	Portland	Oregon	97219	United States	6/10/2015
307	Steve Herring	Portland	Oregon	97205	United States	6/10/2015
308	Chandler Venables	Portland	Oregon	97219	United States	6/10/2015
309	Ali Wright	Portland	Oregon	97221	United States	6/10/2015
310	Sherrie Wierenga	Portland	Oregon	97219	United States	6/10/2015
311	kenneth pico	Portland	Oregon	97219	United States	6/10/2015
312	Jami Goldman	Portland	Oregon	97203	United States	6/10/2015
313	Ryan Muhler	Bend	Oregon	97707	United States	6/10/2015
314	Daniel Shore	Portland	Oregon	97219	United States	6/10/2015
315	Lauren Meyer	Portland	Oregon	97219	United States	6/10/2015
316	Mckenzie Hessel	Portland	Oregon	97219	United States	6/10/2015
317	Jon Anderson	Portland	Oregon	97239	United States	6/10/2015
318	Celste Rangel	Portland	Oregon	97219	United States	6/10/2015
319	Emma Lewins	Portland	Oregon	97201	United States	6/10/2015
320	Megan Campbell	Warren	Oregon	97053	United States	6/10/2015
321	Keith McIntyre	Portland	Oregon	97221	United States	6/10/2015
322	William Mitchell	Portland	Oregon	97205	United States	6/10/2015
323	Emily Governale	Portland	Oregon	97202	United States	6/10/2015
324	Jennifer Karlson	Portland	Oregon	97219	United States	6/10/2015
325	Angela Billings	Bellevue	Washington	98008	United States	6/10/2015
326	Natascha Ibrahim	Portland	Oregon	97239	United States	6/10/2015
327	Lauren Clark	Portland	Oregon	97212	United States	6/10/2015
328	Na'ama Schweitzer	Portland	Oregon	97219	United States	6/10/2015
329	Ashley hamilton	Beaverton	Oregon	97008	United States	6/10/2015
330	Engred Chai	Portland	Oregon	97219	United States	6/10/2015
331	Stephanie corah	Portland	Oregon	97219	United States	6/10/2015
332	Joan Hackel	Wetumpka	Alabama	36093	United States	6/10/2015
333	Korey Sasse	Portland	Oregon	97239	United States	6/10/2015
334	Colleen Mitchell	Portland	Oregon	97223	United States	6/10/2015
335	Andrea Barry	Portland	Oregon	97219	United States	6/10/2015
336	Ian mccaig	Portland	Oregon	97219	United States	6/10/2015
337	Nadine Astrakhan	Portland	Oregon	97219	United States	6/10/2015
338	Ashley Febus	Portland	Oregon	97219	United States	6/10/2015
339	Ashley Norquist	Portland	Oregon	97239	United States	6/10/2015
340	Natalie Erickson	Eugene	Oregon	97401	United States	6/10/2015
341	Leslie Montag	Lake Oswego	Oregon	97035	United States	6/10/2015
342	Marychris Mass	Portland	Oregon	97202	United States	6/10/2015
343	Jane Green	Portland	Oregon	97221	United States	6/10/2015
344	Jennie Greb	Portland	Oregon	97221	United States	6/10/2015
345	Lara Jones	Portland	Oregon	97239	United States	6/10/2015
346	David Scully	Hesperia	California	92345	United States	6/10/2015
347	Alexandria Wilkinson	Portland	Oregon	97219	United States	6/10/2015
348	Emily Andersom	Portland	Oregon	97219	United States	6/10/2015
349	Tyler troutman	Portland	Oregon	97229	United States	6/10/2015
350	Claire Versaw	Portland	Oregon	97219	United States	6/10/2015
351	Hallie Storey	Portland	Oregon	97219	United States	6/10/2015
352	Caitlin DeaN	Meridian	Idaho	83642	United States	6/10/2015
353	Kevin mockford	Portland	Oregon	97219	United States	6/10/2015
354	kelly meiningner	Beaverton	Oregon	97005	United States	6/10/2015
355	Brenda dobbin	Portland	Oregon	97217	United States	6/10/2015
356	Nori Lockhart	Portland	Oregon	97215	United States	6/10/2015
357	Jean Klaus Rathfelder	Portland	Oregon	97219	United States	6/10/2015
358	Joel Joiner	Portland	Oregon	97219	United States	6/10/2015
359	Olivia Seely	Portland	Oregon	97219	United States	6/10/2015
360	Lynda Long	Portland	Oregon	97223	United States	6/10/2015
361	Augustina Mourelatos	Portland	Oregon	97214	United States	6/10/2015
362	Daniel Moulder	Portland	Oregon	97217	United States	6/10/2015
363	Kelsey Cravens	Portland	Oregon	97219	United States	6/10/2015
364	Benjamin Ludwig	Portland	Oregon	97219	United States	6/10/2015
365	Ariana Ballard	Portland	Oregon	97219	United States	6/10/2015
366	Avalon Clarke	Portland	Oregon	97218	United States	6/10/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
367	Barbra Schultz	Bend	Oregon	97701	United States	6/10/2015
368	Erin Jarvis	Portland	Oregon	97219	United States	6/10/2015
369	Audrey Markley	Corvallis	Oregon	97330	United States	6/10/2015
370	alison montag	Portland	Oregon	97203	United States	6/10/2015
371	Lori kresse	Portland	Oregon	97210	United States	6/10/2015
372	Dori Danielson	Portland	Oregon	97219	United States	6/10/2015
373	Maya Medina	Portland	Oregon	97216	United States	6/10/2015
374	Whitney Daley	Portland	Oregon	97219	United States	6/10/2015
375	Jennifer Hawkins-Connolly	Enterprise	Oregon	97828	United States	6/10/2015
376	Scott Ferguson	Portland	Oregon	97219	United States	6/10/2015
377	Kishra Ott	Portland	Oregon	97210	United States	6/10/2015
378	Abigail Walker	Portland	Oregon	97219	United States	6/10/2015
379	caitlin martin	Maricopa	Arizona	85138	United States	6/10/2015
380	Charisse Ferris	Portland	Oregon	97219	United States	6/10/2015
381	Esther Brock	Portland	Oregon	97219	United States	6/10/2015
382	Alexandra Skarica	Portland	Oregon	97219	United States	6/10/2015
383	Kate Mayo	Portland	Oregon	97219	United States	6/10/2015
384	Lori Mann	Portland	Oregon	97239	United States	6/10/2015
385	skye decker	Portland	Oregon	97214	United States	6/10/2015
386	pepsea miyashiro	Portland	Oregon	97223	United States	6/10/2015
387	Grace Herr	Portland	Oregon	97219	United States	6/10/2015
388	Megan Gillory	Portland	Oregon	97219	United States	6/10/2015
389	Conor Dawson	Bellingham	Washington	98225	United States	6/10/2015
390	Amberlie McInroy	Portland	Oregon	97203	United States	6/10/2015
391	rebecca Locklear	Redmond	Oregon	97756	United States	6/10/2015
392	Kevin Akaoka	Vancouver		v6n 2v4	Canada	6/10/2015
393	Chuck Seaman	Portland	Oregon	97219	United States	6/10/2015
394	Kathy Roberts	Portland	Oregon	97219	United States	6/10/2015
395	Dominic Wahl-Stephens	Portland	Oregon	97219	United States	6/10/2015
396	Goro Borja	Hagatna			Guam	6/10/2015
397	Tobin Tanner	Portland	Oregon	97202	United States	6/10/2015
398	Lauren Beer	Portland	Oregon	97229	United States	6/10/2015
399	ryan adeas	Portland	Oregon	97219	United States	6/10/2015
400	Andrew Masters	Portland	Oregon	97212	United States	6/10/2015
401	Carey Beer	Beaverton	Oregon	97006	United States	6/10/2015
402	Nani Chesire	Portland	Oregon	97239	United States	6/10/2015
403	Drew Skeels	Portland	Oregon	97212	United States	6/10/2015
404	Mary Guerena	Otis	Oregon	97368	United States	6/10/2015
405	Sarah Falkenstein	Portland	Oregon	97219	United States	6/10/2015
406	Sara Afghan	Lake Oswego	Oregon	97035	United States	6/10/2015
407	Jeff Harris	Portland	Oregon	97219	United States	6/11/2015
408	ian perri	Portland	Oregon	97219	United States	6/11/2015
409	Sharon Stahl-Bogdanovic	Portland	Oregon	97219	United States	6/11/2015
410	Tazman McGrath	Tempe	Arizona	85281	United States	6/11/2015
411	sarah grabe	Portland	Oregon	97221	United States	6/11/2015
412	Judy Zehr	Portland	Oregon	97219	United States	6/11/2015
413	Cayla Papke	Portland	Oregon	97219	United States	6/11/2015
414	Diana Sternberg	Portland	Oregon	97219	United States	6/11/2015
415	Lyndsay Spicher	Beaverton	Oregon	97008	United States	6/11/2015
416	Robert King	Portland	Oregon	97219	United States	6/11/2015
417	Maggie Hilty	Troy	Michigan	48084	United States	6/11/2015
418	Erik Hudson	Metlakatla	Alaska	99926	United States	6/11/2015
419	Rebecca Borden	Portland	Oregon	97202	United States	6/11/2015
420	Molly Strattan	Portland	Oregon	97219	United States	6/11/2015
421	Judy presberg	Portland	Oregon	97219	United States	6/11/2015
422	Jennifer Flynn	Portland	Oregon	97219	United States	6/11/2015
423	Kristen Blansfield	Portland	Oregon	97219	United States	6/11/2015
424	Zach Shumaker	Portland	Oregon	97219	United States	6/11/2015
425	Lisa Shimomaeda	Eugene	Oregon	97401	United States	6/11/2015
426	Honora-Bright Aere	Blodgett	Oregon	97326	United States	6/11/2015
427	Shane Lei	Portland	Oregon	97217	United States	6/11/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
428	Lauren Spalding	Portland	Oregon	97219	United States	6/11/2015
429	Courtney bailey	Portland	Oregon	97219	United States	6/11/2015
430	Jennifer Hart	Hood River	Oregon	97031	United States	6/11/2015
431	Victoria Caster	Portland	Oregon	97219	United States	6/11/2015
432	Jeanne Schramm	Portland	Oregon	97219	United States	6/11/2015
433	Allister Jones	Portland	Oregon	97219	United States	6/11/2015
434	Ellen B. Pippenger	Portland	Oregon	97221	United States	6/11/2015
435	Justin Lallo	Portland	Oregon	97219	United States	6/11/2015
436	Laila Simon	Portland	Oregon	97219	United States	6/11/2015
437	Jane Martin	Bend	Oregon	97702	United States	6/11/2015
438	jennifer podolak	Portland	Oregon	97219	United States	6/11/2015
439	Cathy Worrell	Portland	Oregon	97219	United States	6/11/2015
440	Steven Skolnik	Portland	Oregon	97219	United States	6/11/2015
441	Jennie Shimomaeda	Portland	Oregon	97219	United States	6/11/2015
442	Olivia Wallace	Portland	Oregon	97219	United States	6/11/2015
443	Calais cooper	Portland	Oregon	97219	United States	6/11/2015
444	Austin Alleman	Portland	Oregon	97219	United States	6/11/2015
445	Ethan Conroy	Portland	Oregon	97219	United States	6/11/2015
446	James Welty	Portland	Oregon	97223	United States	6/11/2015
447	Austin Layton	Durham		DH1 1LE	United Kingdom	6/11/2015
448	Jim Shimomaeda	Portland	Oregon	97219	United States	6/11/2015
449	Lori Price	Beaverton	Oregon	97008	United States	6/11/2015
450	Steve Solomon	Portland	Oregon	97221	United States	6/11/2015
451	Paula Butterfield	Portland	Oregon	97219	United States	6/11/2015
452	Carly Robey	Alexandria	Virginia	22310	United States	6/11/2015
453	Gary Mann	Beaverton	Oregon	97008	United States	6/11/2015
454	Charlene Norris	Portland	Oregon	97223	United States	6/11/2015
455	Amanda smith	Portland	Oregon	97203	United States	6/11/2015
456	Autumn Webring	Portland	Oregon	97217	United States	6/11/2015
457	Katie Larson	Portland	Oregon	97219	United States	6/11/2015
458	Kurtis Piltz	Portland	Oregon	97219	United States	6/11/2015
459	Sarah McCully-Posner	Portland	Oregon	97219	United States	6/11/2015
460	Eric Hovey	Portland	Oregon	97219	United States	6/11/2015
461	Nicole Schmidt	Portland	Oregon	97219	United States	6/11/2015
462	Jenny Bruce	Las Vegas	Nevada	89134	United States	6/11/2015
463	Mary Kate Bassindale	Portland	Oregon	97219	United States	6/11/2015
464	Kris King	Lake Oswego	Oregon	97035	United States	6/11/2015
465	Patrick Harrison	Portland	Oregon	97223	United States	6/11/2015
466	Elizabeth Moody	Portland	Oregon	97229	United States	6/11/2015
467	Dylan burnett	Portland	Oregon	97205	United States	6/11/2015
468	Chelsea Roberti	Portland	Oregon	97219	United States	6/11/2015
469	Erin Tang	Portland	Oregon	97219	United States	6/11/2015
470	Lizbeth Stewart	Portland	Oregon	97217	United States	6/11/2015
471	Patricia Cramer	Portland	Oregon	97225	United States	6/11/2015
472	Ruth Ferris	Portland	Oregon	97220	United States	6/11/2015
473	Jessica Smith	Beaverton	Oregon	97005	United States	6/11/2015
474	Jan Spalding	Portland	Oregon	97219	United States	6/11/2015
475	Katherine Miller	Washington	District of Columbia	20010	United States	6/11/2015
476	Suzanne Snell	Beaverton	Oregon	97006	United States	6/11/2015
477	Emily Puterbaugh	Portland	Oregon	97219	United States	6/11/2015
478	Zachary Hinkelman	Portland	Oregon	97219	United States	6/11/2015
479	Elinor Priest	Huffman	Texas	77336	United States	6/11/2015
480	Tal Volk	Portland	Oregon	97219	United States	6/11/2015
481	Jeanne Davis	Beaverton	Oregon	97005	United States	6/11/2015
482	Mary Burnell	Portland	Oregon	97202	United States	6/11/2015
483	Matthew Mescher	Portland	Oregon	97202	United States	6/11/2015
484	Sara Le Meitour	Portland	Oregon	97239	United States	6/11/2015
485	Gerry Hirschland	Portland	Oregon	97205	United States	6/11/2015
486	Sharon Renteria	Tillamook	Oregon	07141	United States	6/11/2015
487	Collin Stoll	Portland	Oregon	97219	United States	6/11/2015
488	Michael Volk	Portland	Oregon	97219	United States	6/11/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
489	Elise Angerilli	Portland	Oregon	97219	United States	6/11/2015
490	Kimberly Johnson	Portland	Oregon	97219	United States	6/11/2015
491	ROSALIND Cooper	Beaverton	Oregon	97008	United States	6/11/2015
492	Jonathan Edwards	Portland	Oregon	97219	United States	6/11/2015
493	Audrey McCloud	Portland	Oregon	97501	United States	6/11/2015
494	Jamie corsi	Chandler	Arizona	85249	United States	6/11/2015
495	SHARON King	Cincinnati	Ohio	45247	United States	6/11/2015
496	reese wilson	Portland	Oregon	97223	United States	6/11/2015
497	Jessica Najdek	Portland	Oregon	97223	United States	6/11/2015
498	katlyn wescott	Hope	Kentucky	08764	United States	6/11/2015
499	Vivian Solomon	Portland	Oregon	97219	United States	6/11/2015
500	Kelsey Doherty	Portland	Oregon	97219	United States	6/11/2015
501	marina Schroeder	Portland	Oregon	97202	United States	6/11/2015
502	Joan-Carrol Banks	Portland	Oregon	97219	United States	6/12/2015
503	Chanel Bourdeau	Portland	Oregon	97221	United States	6/12/2015
504	Jennifer LaRoche	Portland	Oregon	97219	United States	6/12/2015
505	Maia Hoffman	Portland	Oregon	97219	United States	6/12/2015
506	Danita Venables	Portland	Oregon	97219	United States	6/12/2015
507	Patrick Alexander	Portland	Oregon	97201	United States	6/12/2015
508	Maya Volk	Portland	Oregon	97219	United States	6/12/2015
509	Tracy Gibbs	Portland	Oregon	97219	United States	6/12/2015
510	Patricia Webb	Lakeside	California	92040	United States	6/12/2015
511	Paul Lyshaug	Portland	Oregon	97219	United States	6/12/2015
512	Kell Dockham	Portland	Oregon	97232	United States	6/12/2015
513	Linda Perry	Hillsboro	Oregon	97123	United States	6/12/2015
514	jan shaw	Portland	Oregon	97219	United States	6/12/2015
515	Dana White	Portland	Oregon	97200	United States	6/12/2015
516	Sharae Motameni	PORTLAND	Oregon	97225	United States	6/12/2015
517	Alex Zimmer	Portland	Oregon	97219	United States	6/12/2015
518	Glenna Brown	Portland	Oregon	97221	United States	6/12/2015
519	Cynthia Marshall	Portland	Oregon	97216	United States	6/12/2015
520	Sarah Talmadge	Portland	Oregon	97221	United States	6/12/2015
521	Kim Turner	Portland	Oregon	97219	United States	6/12/2015
522	Cathy Frost	Portland	Oregon	97219	United States	6/12/2015
523	Mark Wyman	Portland	Oregon	97219	United States	6/12/2015
524	Thea Langager	Vinemont	Alabama	35179	United States	6/12/2015
525	Amanda Bannester	Portland	Oregon	97229	United States	6/12/2015
526	Liz Cook	Beaverton	Oregon	97008	United States	6/12/2015
527	Sharon Breazeale	Portland	Oregon	97219	United States	6/12/2015
528	Shelly Barnett	Olympia	Washington	98502	United States	6/12/2015
529	Candy Puterbaugh	Portland	Oregon	97221	United States	6/12/2015
530	Erika Frank	Portland	Oregon	97239	United States	6/12/2015
531	Katie Quinn	Beaverton	Oregon	97003	United States	6/12/2015
532	Emily Prag	Lake Oswego	Oregon	97035	United States	6/12/2015
533	Wendy Morseth	Portland	Oregon	97219	United States	6/12/2015
534	Nancy Marshall	Portland	Oregon	97213	United States	6/12/2015
535	Kirsten Moen	Portland	Oregon	97219	United States	6/12/2015
536	Annemarie O'Reilly	Portland	Oregon	97219	United States	6/12/2015
537	Dorothy Bryant	Wilsonville	Oregon	97070	United States	6/12/2015
538	Greg bassindale	Portland	Oregon	97219	United States	6/12/2015
539	Leslie Willhite	Portland	Oregon	97219	United States	6/12/2015
540	Lucy F. Laird	Portland	Oregon	97219	United States	6/12/2015
541	Travis Bauer	Tualatin	Oregon	97062	United States	6/12/2015
542	Marcy Houle	Portland	Oregon	97231	United States	6/12/2015
543	Jen McDonald	Portland	Oregon	97222	United States	6/12/2015
544	Katy Moore	Portland	Oregon	97219	United States	6/12/2015
545	Sharron Akins	Portland	Oregon	97219	United States	6/12/2015
546	Gary Lesniak	Portland	Oregon	97219	United States	6/12/2015
547	Laura Baltzley	Portland	Oregon	97219	United States	6/12/2015
548	Marita Ingalsbe	Portland	Oregon	97221	United States	6/12/2015
549	Mary Ann Bullard	Grants Pass	Oregon	97527	United States	6/12/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
550	Kathy McIntosh	Portland	Oregon	97219	United States	6/12/2015
551	Patty Magid-Volk	Portland	Oregon	97219	United States	6/12/2015
552	Mary Rose Davis	Tucson	Arizona	85710	United States	6/12/2015
553	Martin Escobedo	San Diego	California	92154	United States	6/12/2015
554	Julie Caan	Milwaukee	Wisconsin	53212	United States	6/12/2015
555	Diana Ruiz	Portland	Oregon	97219	United States	6/12/2015
556	Jane Hawkes	Vineyard Haven	Massachusetts	02568	United States	6/12/2015
557	Katelyn Barry	Portland	Oregon	97219	United States	6/12/2015
558	Cameron Fisher	Wilsonville	Oregon	97070	United States	6/12/2015
559	shelton oneil	Portland	Oregon	97219	United States	6/12/2015
560	SuEllen Pommier	Portland	Oregon	97219	United States	6/12/2015
561	Matthew Febus	Portland	Oregon	97219	United States	6/12/2015
562	Leslie Pohl-Kosbau	Portland	Oregon	97219	United States	6/12/2015
563	Carissa ferro	Portland	Oregon	97219	United States	6/12/2015
564	Eric Mick	Portland	Oregon	97219	United States	6/12/2015
565	Ronald Kirk	Portland	Oregon	97219	United States	6/12/2015
566	Steven strand	Lake Oswego	Oregon	97035	United States	6/12/2015
567	Marjorie Noe	Hacienda Heits	California	91745	United States	6/12/2015
568	Arthur Schneider	Portland	Oregon	97219	United States	6/12/2015
569	Aimee Whatley	Portland	Oregon	97212	United States	6/12/2015
570	Sara Moreno	Austin	Texas	78729	United States	6/12/2015
571	Spencer Smith	West Linn	Oregon	97068	United States	6/12/2015
572	Trisha Derr	Portland	Oregon	97219	United States	6/12/2015
573	Andrea Guerrero	Portland	Oregon	97219	United States	6/12/2015
574	Conan Harmon-Walker	Portland	Oregon	97219	United States	6/12/2015
575	Shawn Basalyga	Santa Clara	California	95052	United States	6/12/2015
576	Sasha Miller	Beaverton	Oregon	97008	United States	6/12/2015
577	Laura Garrido Garcia	Beaverton	Oregon	97007	United States	6/12/2015
578	Mary Schneider	Portland	Oregon	97219	United States	6/12/2015
579	Kerri Lawrey-Jones	Phoenix	Arizona	85298	United States	6/12/2015
580	James Wallace	Portland	Oregon	97219	United States	6/12/2015
581	Russel Greene	Santa Cruz	California	95060	United States	6/12/2015
582	Emily Escola	Beaverton	Oregon	97003	United States	6/12/2015
583	Janet Schilling	Portland	Oregon	97225	United States	6/12/2015
584	Karen Mallov	PORTLAND	Oregon	97219	United States	6/12/2015
585	Kory Goold	Torreon	New Mexico	87061	United States	6/12/2015
586	justin brandon	Portland	Oregon	97222	United States	6/12/2015
587	Sydney Newell	Portland	Oregon	97219	United States	6/12/2015
588	Lois drew	Portland	Oregon	97206	United States	6/12/2015
589	Amanda Goold	Portland	Oregon	97219	United States	6/12/2015
590	J Maureen Shaughnessy	Portland	Oregon	97219	United States	6/12/2015
591	Aimee Brent	Gold Beach	Oregon	97444	United States	6/12/2015
592	Ariel Dunitz-Johnson	Lake Oswego	Oregon	97034	United States	6/12/2015
593	Danae Crook	Portland	Oregon	97219	United States	6/12/2015
594	Chris Beckett	Portland	Oregon	97219	United States	6/12/2015
595	natalie isham	Portland	Oregon	97218	United States	6/12/2015
596	Cesar change.org Villaca	Lake Oswego	Oregon	97035	United States	6/12/2015
597	Nicole Birch	Portland	Oregon	97219	United States	6/12/2015
598	Brett Mann	Beaverton	Oregon	97008	United States	6/12/2015
599	Jamie Lawrence	portland	Oregon	97203	United States	6/12/2015
600	Nicki Grenier	Arroyo Grande	California	93420	United States	6/12/2015
601	Anthony McDonald	Portland	Oregon	97224	United States	6/12/2015
602	David Anderson	Portland	Oregon	97219	United States	6/12/2015
603	Taylor Biddingtob	Portland	Oregon	97214	United States	6/12/2015
604	Susan Caricaburu	Portland	Oregon	97219	United States	6/12/2015
605	Amie lloyd	Portland	Oregon	97223	United States	6/12/2015
606	Laura Miller	Portland	Oregon	97219	United States	6/12/2015
607	Julie Nelson	Portland	Oregon	97217	United States	6/12/2015
608	Kay Brooke-Willbanks	Portland	Oregon	97219	United States	6/12/2015
609	lauren reynolds	portland	Oregon	97239	United States	6/12/2015
610	Andrea Dye	Portland	Oregon	97219	United States	6/12/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
611	Alyssa Israel	Beaverton	Oregon	97008	United States	6/12/2015
612	Bill Stahlin	Portland	Oregon	97219	United States	6/12/2015
613	Tyson winner	Portland	Oregon	97239	United States	6/12/2015
614	Manasi Patwardhan	Portland	Oregon	97221	United States	6/12/2015
615	Dana Mosher Lewis	Portland	Oregon	97219	United States	6/12/2015
616	Deborah Fisher	Portland	Oregon	97219	United States	6/12/2015
617	Frances Love	Portland	Oregon	97219	United States	6/12/2015
618	Tyler Armstrong	Eugene	Oregon	97402	United States	6/12/2015
619	Hilary Miller	Portland	Oregon	97219	United States	6/12/2015
620	Hunter Graham	Portland	Oregon	97239	United States	6/12/2015
621	David Brady	Portland	Oregon	97219	United States	6/12/2015
622	Stephanie summers	Portland	Oregon	97232	United States	6/12/2015
623	Tobin copeland	Portland	Oregon	97219	United States	6/12/2015
624	Curtis Woodcock	Portland	Oregon	97219	United States	6/12/2015
625	Dianne Day	Portland	Oregon	97219	United States	6/12/2015
626	Betsy Langton	Portland	Oregon	97219	United States	6/12/2015
627	MJ Jones	Portland	Oregon	97223	United States	6/12/2015
628	karla wenzel	Portland	Oregon	97219	United States	6/12/2015
629	Priscilla Lupton	Portland	Oregon	97219	United States	6/12/2015
630	Carrie Bleiweiss	Portland	Oregon	97219	United States	6/12/2015
631	Lauren Hobson	Portland	Oregon	97214	United States	6/12/2015
632	Nancy Cartwright	Portland	Oregon	97219	United States	6/12/2015
633	Melanie jurgens	Vancouver	Washington	98683	United States	6/12/2015
634	Justin Benjamin	Woodland Park	Colorado	80863	United States	6/12/2015
635	Hlary Lipman	Portland	Oregon	97239	United States	6/12/2015
636	Janet Miller	Salem	Oregon	97302	United States	6/12/2015
637	Stewart horner	Portland	Oregon	97239	United States	6/12/2015
638	Laura Bruno	Portland	Oregon	97219	United States	6/12/2015
639	Kathy Meehan	Portland	Oregon	97219	United States	6/12/2015
640	Mark Yeckel	Portland	Oregon	97266	United States	6/12/2015
641	Torri reichman	Beaverton	Oregon	97007	United States	6/12/2015
642	Marian Richetta	La Jolla	California	92037	United States	6/12/2015
643	Leanne bach	Portland	Oregon	97219	United States	6/12/2015
644	Theresa Holliday	Portland	Oregon	97223	United States	6/12/2015
645	Joaquin Sampson	Portland	Oregon	97219	United States	6/12/2015
646	Derrick Grenier	Arroyo Grande	California	93420	United States	6/12/2015
647	Ryan Murphy	Portland	Oregon	97221	United States	6/12/2015
648	Rochelle Balzer	Portland	Oregon	97219	United States	6/12/2015
649	Larry Clark	Portland	Oregon	97206	United States	6/12/2015
650	Siznax 420	portland	Oregon	97214	United States	6/12/2015
651	Lauren Booth	Beaverton	Oregon	97005	United States	6/12/2015
652	Simon Watson	Portland	Oregon	97202	United States	6/12/2015
653	Scott Vanderwerf	Portland	Oregon	97221	United States	6/12/2015
654	John Belknap	Portland	Oregon	97219	United States	6/12/2015
655	Judith Aftergut	Portland	Oregon	97221	United States	6/12/2015
656	Denise Bertetto	Portland	Oregon	97221	United States	6/12/2015
657	Perry Hunter	Portland	Oregon	97219	United States	6/12/2015
658	Heather Willig	Portland	Oregon	97219	United States	6/12/2015
659	Jeff Crisamore	Portland	Oregon	97218	United States	6/12/2015
660	Ty Montgomery	Portland	Oregon	97219	United States	6/12/2015
661	Anne Cottrell	Portland	Oregon	97219	United States	6/12/2015
662	geoffrey cecil	Portland	Oregon	97213	United States	6/12/2015
663	Eddie Barksdale	Portland	Oregon	97219	United States	6/12/2015
664	Lyn Blackshaw	Las Vegas	Nevada	89145	United States	6/12/2015
665	Anikje Majekobaje	Portland	Oregon	97239	United States	6/12/2015
666	Heather Fercho	Portland	Oregon	97218	United States	6/12/2015
667	Anna Salanti	Portland	Oregon	97219	United States	6/12/2015
668	Nicolas Furtado	Portland	Oregon	97219	United States	6/12/2015
669	Marilyn Hynes	Portland	Oregon	97213	United States	6/12/2015
670	Marie-Eve Thifault	Portland	Oregon	97219	United States	6/12/2015
671	Bruce Boland	Portland	Oregon	97217	United States	6/12/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
672	Janet Franco	Portland	Oregon	97219	United States	6/12/2015
673	Jennifer Longbine	Portland	Oregon	97219	United States	6/12/2015
674	Marilyn Sbardellati	Portland	Oregon	97221	United States	6/12/2015
675	Jaimee Davis	Portland	Oregon	97219	United States	6/12/2015
676	Wendy Curtis	Portland	Oregon	97219	United States	6/12/2015
677	Juan Mercado Chavero	Beaverton	Oregon	97006	United States	6/12/2015
678	Patricia Gaughen	Portland	Oregon	97223	United States	6/12/2015
679	Brian mahan	Portland	Oregon	97219	United States	6/12/2015
680	alice beckman	West Linn	Oregon	97068	United States	6/12/2015
681	Rebecca Mikami	Portland	Oregon	97219	United States	6/12/2015
682	France Davis	Portland	Oregon	97219	United States	6/12/2015
683	Kathleen Appleton	Portland	Oregon	97221	United States	6/12/2015
684	ANDREA AVERY	MEDFORD	Oregon	97501	United States	6/12/2015
685	Keena Hormel	Portland	Oregon	97219	United States	6/12/2015
686	Shaun Cook	Portland	Oregon	97219	United States	6/12/2015
687	Amanda Luell	Portland	Oregon	97221	United States	6/12/2015
688	Erik Olson	Portland	Oregon	97217	United States	6/12/2015
689	Sarah Kent	Portland	Oregon	97219	United States	6/12/2015
690	Donna Allen	Portland	Oregon	97219	United States	6/13/2015
691	T Cogsdill	Los Angeles	California	90042	United States	6/13/2015
692	David Strough	Portland	Oregon	97219	United States	6/13/2015
693	Belinda McClain	Eugene	Oregon	97440	United States	6/13/2015
694	Adrienne Kierst	Portland	Oregon	97219	United States	6/13/2015
695	Sara Plympton	Portland	Oregon	97221	United States	6/13/2015
696	Sara Amend	Salem	Oregon	97302	United States	6/13/2015
697	Sandra Bennett	Portland	Oregon	97202	United States	6/13/2015
698	Bryan Denson	Portland	Oregon	97219	United States	6/13/2015
699	Jane Griffen	Portland	Oregon	97221	United States	6/13/2015
700	Chas Botsford	Wilsonville	Oregon	97070	United States	6/13/2015
701	Cindy Brown	Portland	Oregon	97219	United States	6/13/2015
702	kristine Jones	Portland	Oregon	97221	United States	6/13/2015
703	Kathryn Mahoney	Portland	Oregon	97219	United States	6/13/2015
704	Michelle Reinmiller	Washington	District of Columbia	20003	United States	6/13/2015
705	Katherine Kehoe	Portland	Oregon	97219	United States	6/13/2015
706	Judith Christie	Portland	Oregon	97219	United States	6/13/2015
707	Peggy Hickey	Portland	Oregon	97219	United States	6/13/2015
708	scott nelson	Portland	Oregon	97219	United States	6/13/2015
709	Kristi manseth	Portland	Oregon	97219	United States	6/13/2015
710	Robyn Schultze	Portland	Oregon	97210	United States	6/13/2015
711	Mary Lou Haas	Portland	Oregon	97219	United States	6/13/2015
712	Jesse coefield	Portland	Oregon	97219	United States	6/13/2015
713	Rita Snodgrass	Portland	Oregon	97219	United States	6/13/2015
714	Matti Munson	Portland	Oregon	97221	United States	6/13/2015
715	William Hushman	Portland	Oregon	97219	United States	6/13/2015
716	Robert Pieper	Portland	Oregon	97229	United States	6/13/2015
717	Sean Dixon	Portland	Oregon	97202	United States	6/13/2015
718	Laura Sciortino	Portland	Oregon	97219	United States	6/13/2015
719	McKenzie Hopfer	Portland	Oregon	97219	United States	6/13/2015
720	Logan Miller	Portland	Oregon	97219	United States	6/13/2015
721	dana Bradshaw	Portland	Oregon	97223	United States	6/13/2015
722	Glenna Hayes	Portland	Oregon	97219	United States	6/13/2015
723	Marina Nelson	Portland	Oregon	97219	United States	6/13/2015
724	Yael Zbar	Portland	Oregon	97219	United States	6/13/2015
725	Linda Landi	Portland	Oregon	97219	United States	6/13/2015
726	Steve Hermens	Portland	Oregon	97219	United States	6/13/2015
727	Cindy Morseth	Tucson	Arizona	85745	United States	6/13/2015
728	Kelsey McMurdie	Portland	Oregon	97214	United States	6/13/2015
729	Irene Patil	Portland	Oregon	97239	United States	6/13/2015
730	katy jorgenson	Portland	Oregon	97239	United States	6/13/2015
731	Caeli Ridge	Portland	Oregon	97219	United States	6/13/2015
732	Jaymee Jacoby	Portland	Oregon	97219	United States	6/13/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
733	Denis Newman	Portland	Oregon	97219	United States	6/13/2015
734	Brent Hatfield	Portland	Oregon	97219	United States	6/13/2015
735	Nanci Swaim	Portland	Oregon	97219	United States	6/13/2015
736	Denise Hansen	Ft. Wayne		46835	Åland Islands	6/13/2015
737	Amy Northrop	Portland	Oregon	97219	United States	6/13/2015
738	James Puterbaugh	Portland	Oregon	97221	United States	6/13/2015
739	Wren Kiczkowski	Portland	Oregon	97219	United States	6/13/2015
740	Juliet Baker	Salem	Oregon	97312	United States	6/13/2015
741	Bryan Davis	Portland	Oregon	97219	United States	6/13/2015
742	Arlane Behrend	Vancouver		V6K 1C6	Canada	6/13/2015
743	Scott McClain	Portland	Oregon	97219	United States	6/13/2015
744	Shana Susag	Rogue River	Oregon	97537	United States	6/13/2015
745	Ionien Keith	Portland	Oregon	97219	United States	6/13/2015
746	Jeff Davis	Portland	Oregon	97229	United States	6/13/2015
747	Patricia Smith	Portland	Oregon	97221	United States	6/13/2015
748	nicole whedon	Beaverton	Oregon	97006	United States	6/13/2015
749	Don Bain	Portland	Oregon	97221	United States	6/13/2015
750	Jesse Johnston	Portland	Oregon	97219	United States	6/13/2015
751	Joyce skokowski	Marylhurst	Oregon	97036	United States	6/13/2015
752	mike denham	portland	Oregon	97219	United States	6/13/2015
753	Gary Skovsted	Portland	Oregon	97219	United States	6/13/2015
754	Mary Hulse	Oxford	Pennsylvania	19363	United States	6/13/2015
755	Shannon Folden	Portland	Oregon	97221	United States	6/13/2015
756	evaristo laron	Portland	Oregon	97219	United States	6/13/2015
757	D Houghton	Portland	Oregon	97219	United States	6/13/2015
758	Lisa Crombie	Portland	Oregon	97219	United States	6/13/2015
759	Lorri Wallace	Portland	Oregon	97219	United States	6/13/2015
760	Carole Ivy	Portland	Oregon	97280	United States	6/13/2015
761	Wonder Knack	Portland	Oregon	97221	United States	6/13/2015
762	Darren Cavanaugh	Portland	Oregon	97223	United States	6/13/2015
763	Lori Shaffer	Portland	Oregon	97221	United States	6/13/2015
764	Myrna Apelby	Portland	Oregon	97219	United States	6/13/2015
765	Leah Klass	Portland	Oregon	97219	United States	6/13/2015
766	Barb Anderman	Portland	Oregon	97219	United States	6/13/2015
767	Elisa Malin	Portland	Oregon	97219	United States	6/13/2015
768	pamela waldman	Portland	Oregon	97219	United States	6/13/2015
769	Chris lcombe	Portland	Oregon	97219	United States	6/13/2015
770	Elizabeth Nichols	Portland	Oregon	97219	United States	6/14/2015
771	Julie Kujawa	Portland	Oregon	97219	United States	6/14/2015
772	Gretchen Berkebile	Portland	Oregon	97223	United States	6/14/2015
773	Emma darden	Portland	Oregon	97221	United States	6/14/2015
774	Trudi Forti	Portland	Oregon	97202	United States	6/14/2015
775	Keith Steinmetz	Portland	Oregon	97219	United States	6/14/2015
776	Amy Frewing	Portland	Oregon	97219	United States	6/14/2015
777	donna helzer	Portland	Oregon	97205	United States	6/14/2015
778	Ronnie Schechter	Portland	Oregon	97219	United States	6/14/2015
779	Sharon Bettis	Portland	Oregon	97215	United States	6/14/2015
780	Emily Polanshek	Portland	Oregon	97219	United States	6/14/2015
781	Samina Reese	Portland	Oregon	97239	United States	6/14/2015
782	Ahmed Zuhairy	Portland	Oregon	97210	United States	6/14/2015
783	Tom Nelson	Portland	Oregon	97219	United States	6/14/2015
784	Marlene Skovsted	Portland	Oregon	97219	United States	6/14/2015
785	Admin oneil	Portland	Oregon	97221	United States	6/14/2015
786	Sharon Phillips	Black Canyon City	Arizona	85324	United States	6/14/2015
787	Stuart Ralston	Portland	Oregon	97219	United States	6/14/2015
788	Laura L Haggi	Portland	Oregon	97222	United States	6/14/2015
789	Colleen McClenahan	Portland	Oregon	97219	United States	6/14/2015
790	pat smith	Portland	Oregon	97219	United States	6/14/2015
791	Samuel Chartier	Portland	Oregon	97221	United States	6/14/2015
792	meg thompson	Portland	Oregon	97221	United States	6/14/2015
793	Frances Swaine	Chicago	Illinois	60622	United States	6/14/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
794	Molly Sloan	Portland	Oregon	97219	United States	6/14/2015
795	louise bauschard	Portland	Oregon	97219	United States	6/14/2015
796	Brianna Hanson	Portland	Oregon	97219	United States	6/14/2015
797	Megan Heljeson	Portland	Oregon	97219	United States	6/14/2015
798	Allison Miller	Portland	Oregon	97219	United States	6/14/2015
799	Kathy Christian	Portland	Oregon	97219	United States	6/14/2015
800	David Thompson	Portland	Oregon	97221	United States	6/14/2015
801	Charles Ensign	Portland	Oregon	97219	United States	6/15/2015
802	James Miller	Portland	Oregon	97221	United States	6/15/2015
803	Joel Glick	Portland	Oregon	97219	United States	6/15/2015
804	Grant Morseth	Tucson	Arizona	85745	United States	6/15/2015
805	Robert Mawson	Portland	Oregon	97225	United States	6/15/2015
806	Carolyn Occhipinti	Portland	Oregon	97219	United States	6/15/2015
807	Natasha CarMichael	Portland	Oregon	97221	United States	6/15/2015
808	Rex Puterbaugh	Portland	Oregon	97239	United States	6/15/2015
809	Kelsey CoX	Portland	Oregon	97219	United States	6/15/2015
810	Beth Brazier	Tigard	Oregon	97223	United States	6/15/2015
811	Serena Glick	Portland	Oregon	97219	United States	6/15/2015
812	Pat Peters	Portland	Oregon	97221	United States	6/15/2015
813	Jamie Peterson	Portland	Oregon	97219	United States	6/15/2015
814	Blake Buchanan-Munro	Portland	Oregon	97219	United States	6/15/2015
815	Mary Hagerman	Portland	Oregon	97219	United States	6/15/2015
816	J McLaughlin	Portland	Oregon	97202	United States	6/15/2015
817	Julie Missal	Portland	Oregon	97219	United States	6/15/2015
818	Tricia Lipton	Portland	Oregon	97239	United States	6/15/2015
819	Dianne Rider	Hillsboro	Oregon	97124	United States	6/15/2015
820	Dan Gates	Portland	Oregon	97218	United States	6/15/2015
821	Patricia Hagen	Portland	Oregon	97223	United States	6/15/2015
822	Matt Bray	Portland	Oregon	97219	United States	6/15/2015
823	Heidi Gunsul	Portland	Oregon	97219	United States	6/15/2015
824	Teresa Day	Portland	Oregon	97219	United States	6/15/2015
825	Mary Bauer	Portland	Oregon	97219	United States	6/15/2015
826	Paul Asher	Portland	Oregon	97219	United States	6/15/2015
827	Malcolm Drake	Grants Pass	Oregon	97526	United States	6/16/2015
828	Gregg Carmichael	Portland	Oregon	97221	United States	6/16/2015
829	Mary Ann Santana	Portland	Oregon	97221	United States	6/16/2015
830	Lillie Last	Portland	Oregon	97219	United States	6/16/2015
831	Lisa De Graaf	Portland	Oregon	97219	United States	6/16/2015
832	Timothy Taylor	Portland	Oregon	97221	United States	6/16/2015
833	Brenna McDonald	Portland	Oregon	97202	United States	6/16/2015
834	Edward Gowans	Portland	Oregon	97219	United States	6/16/2015
835	David Stein	Portland	Oregon	97221	United States	6/16/2015
836	Jennifer Chamberlain	Hillsboro	Oregon	97123	United States	6/16/2015
837	Jesse Van Mouwerik	Portland	Oregon	97239	United States	6/16/2015
838	Fausto Castillo	Portland	Oregon	97219	United States	6/16/2015
839	Alex Occhipinti	Portland	Oregon	97214	United States	6/16/2015
840	Mary Ellen Nardone	Hillsboro	Oregon	97124	United States	6/17/2015
841	Kathleen McCarthy	Portland	Oregon	97223	United States	6/17/2015
842	Sara McCormick	Portland	Oregon	97219	United States	6/17/2015
843	Carol McMurdie	portland	Oregon	97219	United States	6/17/2015
844	Greg Odell	Portland	Oregon	97216	United States	6/17/2015
845	Karen Crichton	Portland	Oregon	97203	United States	6/17/2015
846	Brad Larrabee	Portland	Oregon	97211	United States	6/17/2015
847	Priscilla Erdmann	Cheyenne	Wyoming	82001	United States	6/17/2015
848	Kimberlee Grant	Tualatin	Oregon	97062	United States	6/17/2015
849	Robert Ortiz	Phoenix	Arizona	85008	United States	6/17/2015
850	Todd Mros	Portland	Oregon	97219	United States	6/17/2015
851	Jenefer Angell	Portland	Oregon	97219	United States	6/17/2015
852	Ioreen officer	The Dalles	Oregon	97058	United States	6/17/2015
853	Jane Harold	Portland	Oregon	97239	United States	6/17/2015
854	teresa mcgrath	Portland	Oregon	97212	United States	6/17/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
855	Nat Kim	Portland	Oregon	97211	United States	6/17/2015
856	Lloyd Cohn	Portland	Oregon	97208	United States	6/17/2015
857	Trudy Kern	Spokane	Washington	99203	United States	6/17/2015
858	Shelby Hoover	Portland	Oregon	97219	United States	6/17/2015
859	Ben Earle	Portland	Oregon	97211	United States	6/17/2015
860	Suzanne Sherman	Portland	Oregon	97215	United States	6/17/2015
861	sean welter	Portland	Oregon	97217	United States	6/17/2015
862	Ian Robb	Hillsboro	Oregon	97123	United States	6/17/2015
863	Darren Bartlett	Portland	Oregon	97227	United States	6/17/2015
864	Mick McCuen	Portland	Oregon	97207	United States	6/17/2015
865	Stacey McKinney	Portland	Oregon	97223	United States	6/18/2015
866	Sharon Prange	Portland	Oregon	97219	United States	6/18/2015
867	Kevin goldsmith	Portland	Oregon	97219	United States	6/18/2015
868	Cory Pinckard	Tualatin	Oregon	97062	United States	6/18/2015
869	Alan Silver	Portland	Oregon	97211	United States	6/18/2015
870	Valorie Randle	Portland	Oregon	97219	United States	6/18/2015
871	Teresa Roberts	santa Fe	New Mexico	87502	United States	6/18/2015
872	Nancy Coscione	Portland	Oregon	97203	United States	6/18/2015
873	Robert Price	Portland	Oregon	97203	United States	6/18/2015
874	amy turrie	portland	Oregon	97213	United States	6/18/2015
875	Suzanne Cerddeu	Portland	Oregon	97280	United States	6/18/2015
876	Townsend Angell	Portland	Oregon	97212	United States	6/18/2015
877	Margaret Tint	Portland	Oregon	97215	United States	6/18/2015
878	Debra Dombly-Hood	Beaverton	Oregon	97007	United States	6/18/2015
879	dave senders	Portland	Oregon	97221	United States	6/18/2015
880	Zach Freed	Portland	Oregon	97214	United States	6/18/2015
881	Kate Simmons	Portland	Oregon	97219	United States	6/18/2015
882	Adrienne Hartz	portland	Oregon	97221	United States	6/18/2015
883	Kris Rose	Portland	Oregon	97202	United States	6/19/2015
884	Kirsten Sandberg	Oregon City	Oregon	97045	United States	6/19/2015
885	Mike Voss	Portland	Oregon	97217	United States	6/19/2015
886	Michael Pickering	Portland	Oregon	97219	United States	6/19/2015
887	Martha Lillie	Portland	Oregon	97219	United States	6/19/2015
888	Terry Parker	Portland	Oregon	97213	United States	6/19/2015
889	Meghan Smith	Portland	Oregon	97209	United States	6/19/2015
890	Caren de la Cruz	Portland	Oregon	97229	United States	6/20/2015
891	Jon Wood	Portland	Oregon	97209	United States	6/20/2015
892	Heidi Ambrose	Portland	Oregon	97219	United States	6/20/2015
893	Janet Drury	Portland	Oregon	97219	United States	6/20/2015
894	Kathy Bue	Portland	Oregon	97213	United States	6/20/2015
895	Joshua Hancock	Portland	Oregon	97219	United States	6/21/2015
896	Kim Weyler	Portland	Oregon	97219	United States	6/21/2015
897	AM Rounds	Boulder	Colorado	80305	United States	6/21/2015
898	Mary Yamamoto	Fremont	California	94536	United States	6/21/2015
899	Rishona Zimring	Portland	Oregon	97219	United States	6/22/2015
900	Peggy ford	Beaverton	Oregon	97005	United States	6/22/2015
901	Emily Yamamoto	Fremont	California	94536	United States	6/22/2015
902	Bill Parks	Portland	Oregon	97219	United States	6/22/2015
903	Amanda Gibbs	Portland	Oregon	97219	United States	6/22/2015
904	Shelley Reece	Portland	Oregon	97280	United States	6/22/2015
905	laurie spry	milwaukie	Oregon	97222	United States	6/22/2015
906	Chelsey Andrews	Portland	Oregon	97219	United States	6/22/2015
907	Judy Fogarty	Portland	Oregon	97221	United States	6/22/2015
908	Maggie Cathcart	Portland	Oregon	97223	United States	6/22/2015
909	Michael Staskiewski	Portland	Oregon	97219	United States	6/22/2015
910	Stacie Hartman	Portland	Oregon	97219	United States	6/22/2015
911	Hector Ignacio	Portland	Oregon	97219	United States	6/22/2015
912	Kristina Yamamoto	Louisville	Colorado	80027	United States	6/22/2015
913	Pamela Yamamoto	Fremont	California	94538	United States	6/23/2015
914	E J Tillman	Portland	Oregon	97221	United States	6/23/2015
915	Matt Jolivet	Portland	Oregon	97219	United States	6/23/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
916	Susan Girouard	Portland	Oregon	97219	United States	6/23/2015
917	Susan Ballenger	Portland	Oregon	97219	United States	6/23/2015
918	Mae Moniem	Hillsboro	Oregon	97123	United States	6/24/2015
919	JANICE PETERSON	Portland	Oregon	97219	United States	6/24/2015
920	Peter Seaman	Portland	Oregon	97219	United States	6/24/2015
921	Carolyn Brown	Portland	Oregon	97219	United States	6/24/2015
922	Deann Holtz	Portland	Oregon	97219	United States	6/24/2015
923	Paul Fardig	Portland	Oregon	97239	United States	6/24/2015
924	David and Elizabeth Keaton	Goldendale	Washington	98620	United States	6/24/2015
925	Cindy Fadyen	Portland	Oregon	-	United States	6/24/2015
926	Kathleen Brown	Portland	Oregon	97219	United States	6/24/2015
927	Hillary Brown	Portland	Oregon	97206	United States	6/24/2015
928	Linda Marie	Portland	Oregon	97219	United States	6/24/2015
929	Kathleen Larson	Portland	Oregon	97219	United States	6/25/2015
930	Judy Peltier	Beaverton	Oregon	97008	United States	6/25/2015
931	Julian Hanson	Girdwood	Alaska	99587	United States	6/25/2015
932	Tom Wente	Portland	Oregon	97219	United States	6/25/2015
933	Ava Stone	Portland	Oregon	97219	United States	6/25/2015
934	Michelle Judd	Portland	Oregon	97219	United States	6/26/2015
935	Dylan Wright	Portland	Oregon	97219	United States	6/26/2015
936	Lee Schmidt	Portland	Oregon	97219	United States	6/26/2015
937	Crystin Orser	Portland	Oregon	97211	United States	6/27/2015
938	Karina Diaz	San Diego	California	92113	United States	6/27/2015
939	Andrew morton	Portland	Oregon	97219	United States	6/27/2015
940	Alfred Lee	Portland	Oregon	97219	United States	6/27/2015
941	Warren Bachand	Portland	Oregon	97223	United States	6/27/2015
942	Pamela Berg	Portland	Oregon	97219	United States	6/27/2015
943	Sandra Siegner	Portland	Oregon	97219	United States	6/27/2015
944	Nancy Craig	Portland	Oregon	97219	United States	6/27/2015
945	Lynne Schroeder	Portland	Oregon	97219	United States	6/28/2015
946	Pat Zimmerman	Portland	Oregon	97219	United States	6/28/2015
947	Travis Whitmer	Portland	Oregon	97219	United States	6/28/2015
948	Cristina Whitmer	Portland	Oregon	97219	United States	6/28/2015
949	Paul Dinu	Portland	Oregon	97219	United States	6/28/2015
950	Wendy Weigman	Portland	Oregon	97219	United States	6/28/2015
951	Mary Jane Goeth	Portland	Oregon	97201	United States	6/28/2015
952	Cydne Casper	Portland	Oregon	97219	United States	6/28/2015
953	Roger Siegner	Portland	Oregon	97219	United States	6/28/2015
954	Vicki Robertson	Portland	Oregon	97221	United States	6/28/2015
955	Gary Heikkinen	Portland	Oregon	97219	United States	6/28/2015
956	BetteLynn Johnson	Portland	Oregon	97219	United States	6/28/2015
957	Susan Katz	Portland	Oregon	97209	United States	6/28/2015
958	Joan Steinbach	Portland	Oregon	97219	United States	6/28/2015
959	Karen LeGore	Portland	Oregon	97219	United States	6/28/2015
960	Pamela Jones	Portland	Oregon	97219	United States	6/28/2015
961	cindy sarfokantanka	portland	Oregon	97219	United States	6/28/2015
962	Yen To	Portland	Oregon	97221	United States	6/28/2015
963	K Abrahams	Portland	Oregon	97219	United States	6/28/2015
964	B Beller	Portland	Oregon	97208	United States	6/28/2015
965	Anne Anderson	Portland	Oregon	97219	United States	6/29/2015
966	Heather Stadick	Portland	Oregon	97219	United States	6/29/2015
967	Jon Eikenberry	Portland	Oregon	97219	United States	6/29/2015
968	Lori Hedrick	Portland	Oregon	97219	United States	6/29/2015
969	Drew Williamson	Portland	Oregon	97219	United States	6/29/2015
970	William III	Portland	Oregon	97219	United States	6/29/2015
971	dug martell	Portland	Oregon	97239	United States	6/29/2015
972	Linda Roby	Portland	Oregon	97219	United States	6/29/2015
973	Phillip Ford	Portland	Oregon	97219	United States	6/29/2015
974	Lee Vandegrift	Portland	Oregon	97219	United States	6/29/2015
975	Vincent Baker	Portland	Oregon	97219	United States	6/30/2015
976	dimond carol	Portland	Oregon	97219	United States	6/30/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
977	Ashley Sisante	Portland	Oregon	97219	United States	6/30/2015
978	Megan Cassidy	Portland	Oregon	97219	United States	6/30/2015
979	Jennifer Wright	Portland	Oregon	97219	United States	6/30/2015
980	Pat Toscano	Fraser	Michigan	48026	United States	6/30/2015
981	Marcia Wehling	Portland	Oregon	97219	United States	6/30/2015
982	Amerinda Alpern	Portland	Oregon	97230	United States	6/30/2015
983	Maris Yurdana	Portland	Oregon	97219	United States	6/30/2015
984	William Keay	Portland	Oregon	97219	United States	6/30/2015
985	Annabel Nickles	Portland	Oregon	97219	United States	6/30/2015
986	Connie Humphries	Portland	Oregon	97221	United States	6/30/2015
987	Lori Rose	Portland	Oregon	97219	United States	6/30/2015
988	Sharon Bronzan	Portland	Oregon	97219	United States	6/30/2015
989	Roda O'Hiser	Portland	Oregon	97219	United States	6/30/2015
990	Scott R Bowler	Portland	Oregon	97229	United States	6/30/2015
991	ben lepp	Portland	Oregon	97219	United States	6/30/2015
992	John-Flor Sisante	Portland	Oregon	97219	United States	6/30/2015
993	Eric Pickard	Lake Oswego	Oregon	97034	United States	7/1/2015
994	Greg Schmidt	Portland	Oregon	97219	United States	7/1/2015
995	Melissa Schmidt	Portland	Oregon	97219	United States	7/1/2015
996	William Cely	Portland	Oregon	97219	United States	7/1/2015
997	martie sucec	Portland	Oregon	97219	United States	7/1/2015
998	Elisabeth Siebenmorgen	Portland	Oregon	97219	United States	7/1/2015
999	Jenny Johnson	Albany	Oregon	97321	United States	7/1/2015
1000	Sheri Bowell	Federal Way	Washington	98023	United States	7/1/2015
1001	Hanisi Accetta	Portland	Oregon	97219	United States	7/1/2015
1002	Mercedes Castle	Portland	Oregon	97219	United States	7/1/2015
1003	dee Horne	Portland	Oregon	97202	United States	7/1/2015
1004	suzanne lehman	Portland	Oregon	97219	United States	7/1/2015
1005	A Ponteri	Portland	Oregon	97219	United States	7/1/2015
1006	Elizabeth Emerson	Portland	Oregon	97219	United States	7/1/2015
1007	Sharon moliken	Portland	Oregon	97219	United States	7/1/2015
1008	Lee Ratcliffe	PORTLAND	Oregon	97219	United States	7/1/2015
1009	Rodger Murry	Bread Loaf	Vermont	05753	United States	7/1/2015
1010	Valerie Scott	Portland	Oregon	97219	United States	7/1/2015
1011	Barbara D.	Portland	Oregon	97219	United States	7/1/2015
1012	Michele Bell	Portland	Oregon	97219	United States	7/1/2015
1013	Mark Martin	Portland	Oregon	97219	United States	7/1/2015
1014	Jo Heymann	Portland	Oregon	97219	United States	7/1/2015
1015	Maureen Turi	Portland	Oregon	97219	United States	7/1/2015
1016	Rebecca Podhora	Portland	Oregon	97219	United States	7/1/2015
1017	Julie Browning	Portland	Oregon	97223	United States	7/1/2015
1018	Sheila Fagan	Portland	Oregon	97219	United States	7/1/2015
1019	Ken Klein	Portland	Oregon	97219	United States	7/1/2015
1020	shandeen sampson	Portland	Oregon	97270	United States	7/1/2015
1021	nell haberman	Portland	Oregon	97230	United States	7/1/2015
1022	Debra Timmins	Portland	Oregon	97219	United States	7/1/2015
1023	Honey O'Connor	Portland	Oregon	97219	United States	7/1/2015
1024	Joyce deMonnin	Portland	Oregon	97219	United States	7/1/2015
1025	Michelle Turner	PORTLAND	Oregon	97219	United States	7/1/2015
1026	David Wernert	Portland	Oregon	97219	United States	7/1/2015
1027	BRIAN CREAMER	Portland	Oregon	97219	United States	7/1/2015
1028	Katherine Huffman	Portland	Oregon	97219	United States	7/1/2015
1029	Katharine Brownlie	Portland	Oregon	97206	United States	7/1/2015
1030	mark haberman	Portland	Oregon	97230	United States	7/1/2015
1031	Manda Bednarczyk	Portland	Oregon	97219	United States	7/1/2015
1032	Mercedes Lilienthal	Portland	Oregon	97219	United States	7/1/2015
1033	Joan Amero	Portland	Oregon	97239	United States	7/1/2015
1034	Zack Bartel	Portland	Oregon	97219	United States	7/1/2015
1035	Constance Harvey	Portland	Oregon	97239	United States	7/1/2015
1036	Susan Hatt	Portland	Oregon	97219	United States	7/1/2015
1037	simeon hyde	Portland	Oregon	97219	United States	7/1/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1038	David Ranney	Portland	Oregon	97219	United States	7/1/2015
1039	Noe Charbonneau	Portland	Oregon	97219	United States	7/1/2015
1040	Margaret Scott	Portland	Oregon	97219	United States	7/1/2015
1041	Sandy Rodgers	Carmichael	California	95608	United States	7/1/2015
1042	Karyn Munford	Portland	Oregon	97219	United States	7/1/2015
1043	Christa Koehler	Portland	Oregon	97239	United States	7/1/2015
1044	Cynthia Hatch	Portland	Oregon	97219	United States	7/1/2015
1045	Joseph Woodhull	Portland	Oregon	97219	United States	7/1/2015
1046	Eva Starmach, Ph.D.	Portland	Oregon	97213	United States	7/1/2015
1047	Kieran Downes	Portland	Oregon	97219	United States	7/1/2015
1048	Ricardo Ismach	Portland	Oregon	97201	United States	7/1/2015
1049	marianne terrell-lavine	Portland	Oregon	97219	United States	7/1/2015
1050	Ellen Gentry	Portland	Oregon	97219	United States	7/1/2015
1051	Elizabeth Mesberg	Portland	Oregon	97213	United States	7/1/2015
1052	Kimberly Stevens	Portland	Oregon	97219	United States	7/1/2015
1053	Hannah Holz	Portland	Oregon	97219	United States	7/1/2015
1054	Emily McGowan	Portland	Oregon	97211	United States	7/1/2015
1055	Ina GEBERT	Portland	Oregon	97202	United States	7/1/2015
1056	ANGELA TOMLINSON	Portland	Oregon	97219	United States	7/1/2015
1057	Linda Niles	Portland	Oregon	97219	United States	7/1/2015
1058	Susan Egnor	Portland	Oregon	97239	United States	7/1/2015
1059	Victoria Lane	Portland	Oregon	97219	United States	7/1/2015
1060	Heather Barnes	Beaverton	Oregon	97006	United States	7/1/2015
1061	Robert Miller	Portland	Oregon	97219	United States	7/1/2015
1062	Lisa Long	Portland	Oregon	97219	United States	7/1/2015
1063	Christopher Schroeder	Portland	Oregon	97201	United States	7/1/2015
1064	Eric Friedrichsen	Portland	Oregon	97219	United States	7/1/2015
1065	Constance Fekete	Portland	Oregon	97219	United States	7/1/2015
1066	Andy Lilienthal	Portland	Oregon	97219	United States	7/1/2015
1067	Jamie Schaub	VANCOUVER	Washington	98686	United States	7/1/2015
1068	Shay Nofsinger	Portland	Oregon	97239	United States	7/1/2015
1069	Terry Egnor	Portland	Oregon	97239	United States	7/1/2015
1070	Jennifer Estep	Hillsboro	Oregon	97123	United States	7/1/2015
1071	Don Beazely	Portland	Oregon	97221	United States	7/1/2015
1072	susan overback	Portland	Oregon	97209	United States	7/1/2015
1073	shuly wasserstrom	Portland	Oregon	97209	United States	7/1/2015
1074	Lissa Ziegenbusch	Portland	Oregon	97219	United States	7/1/2015
1075	David Rawlings	Portland	Oregon	97219	United States	7/1/2015
1076	shane mcmurdie	Portland	Oregon	97219	United States	7/1/2015
1077	Karl Holz	Portland	Oregon	97219	United States	7/1/2015
1078	jacky Smale	Hillsboro	Oregon	97124	United States	7/1/2015
1079	Carly Colmone	Silverton	Oregon	97381	United States	7/1/2015
1080	Lynsey hillesland	Portland	Oregon	97219	United States	7/1/2015
1081	Steve Kaufman	Portland	Oregon	97219	United States	7/1/2015
1082	Quinn Ellingsen	Portland	Oregon	97233	United States	7/1/2015
1083	Elizabeth Bamberger	Beaverton	Oregon	97005	United States	7/1/2015
1084	Cheryl Rubenstein	Portland	Oregon	97239	United States	7/1/2015
1085	Jodie Fortune	Tacoma	Washington	98402	United States	7/1/2015
1086	Gabrielle Van Steenberg	Eugene	Oregon	97401	United States	7/1/2015
1087	Brian Fortune	Portland	Oregon	97219	United States	7/1/2015
1088	Kelly Beazley	Portland	Oregon	97219	United States	7/1/2015
1089	Jim Peterson	Portland	Oregon	97219	United States	7/1/2015
1090	Sharon A. Downey	Portland	Oregon	97219	United States	7/1/2015
1091	Robin Gattleson	Portland	Oregon	97221	United States	7/1/2015
1092	Sean Roberts	Portland	Oregon	97221	United States	7/1/2015
1093	Jennifer Fortune	Portland	Oregon	97219	United States	7/1/2015
1094	Solomon Young	Lake Oswego	Oregon	97035	United States	7/1/2015
1095	Michelle Neal	Portland	Oregon	97239	United States	7/1/2015
1096	Catherine Rutledge-Gorman	Portland	Oregon	97219	United States	7/1/2015
1097	Christine Stock	Portland	Oregon	97219	United States	7/2/2015
1098	Edgar Holcomb	Bedford	Massachusetts	01730	United States	7/1/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1099	Sue Donora	Portland	Oregon	97219	United States	7/1/2015
1100	Stacey Goldstein	Portland	Oregon	97219	United States	7/1/2015
1101	Jessica Soltesz	Portland	Oregon	97221	United States	7/1/2015
1102	Julie olson	Clearwater	Florida	33760	United States	7/1/2015
1103	Kirk Thomas	Portland	Oregon	97219	United States	7/1/2015
1104	Becky Tooley	Portland	Oregon	97219	United States	7/1/2015
1105	Rachel Halupowski	Portland	Oregon	97219	United States	7/1/2015
1106	Gary Gilbert	Portland	Oregon	97219	United States	7/1/2015
1107	Janice Tooker	Portland	Oregon	97219	United States	7/1/2015
1108	Bjorn Budden	Portland	Oregon	97219	United States	7/1/2015
1109	Deb Postlewait	Portland	Oregon	97223	United States	7/1/2015
1110	Lynn Thorsen	Portland	Oregon	97223	United States	7/1/2015
1111	Lynn Joyce	Portland	Oregon	97221	United States	7/1/2015
1112	Sherron Meinert	Portland	Oregon	97219	United States	7/1/2015
1113	Laura Miller	Portland	Oregon	97219	United States	7/1/2015
1114	Jane Johnston	Portland	Oregon	97221	United States	7/1/2015
1115	Kirstin Lurtz	Portland	Oregon	97223	United States	7/1/2015
1116	Brooke Murphy	Portland	Oregon	97221	United States	7/1/2015
1117	Renee Rank	Portland	Oregon	97219	United States	7/1/2015
1118	Kathleen Ward	Portland	Oregon	97219	United States	7/1/2015
1119	Julie McMorine	Portland	Oregon	97223	United States	7/1/2015
1120	Robert Morrison	Portland	Oregon	97219	United States	7/1/2015
1121	Tony Garcia	Portland	Oregon	97223	United States	7/1/2015
1122	Julie Nesbit	West Linn	Oregon	97068	United States	7/1/2015
1123	Tammye Marks	Lake Oswego	Oregon	97034	United States	7/1/2015
1124	Molly O'Neill	Portland	Oregon	97221	United States	7/1/2015
1125	Hugh Henderson	Portland	Oregon	97219	United States	7/1/2015
1126	Nancy Coles	Portland	Oregon	97239	United States	7/1/2015
1127	Kimi Lotz	Portland	Oregon	97221	United States	7/1/2015
1128	Katherine Aromaa	Portland	Oregon	97223	United States	7/1/2015
1129	Martin Kilbourne	Portland	Oregon	97223	United States	7/1/2015
1130	Amalia Parecki	Portland	Oregon	97223	United States	7/1/2015
1131	Conner myers	Vinemont	Alabama	35179	United States	7/1/2015
1132	Judy Russell	Portland	Oregon	97223	United States	7/2/2015
1133	olga ryabinina	Portland	Oregon	97219	United States	7/2/2015
1134	Sally Swire	Portland	Oregon	97223	United States	7/2/2015
1135	Chris Hale	Portland	Oregon	97219	United States	7/2/2015
1136	Lucy Bloedon	Portland	Oregon	97221	United States	7/2/2015
1137	Cecilia Hepburn	Portland	Oregon	97219	United States	7/2/2015
1138	heather johnson	Portland	Oregon	97223	United States	7/2/2015
1139	Kathy Kreipe	Portland	Oregon	97219	United States	7/2/2015
1140	Michele Pretti	Portland	Oregon	97223	United States	7/2/2015
1141	Daniel Atwood	Portland	Oregon	97219	United States	7/2/2015
1142	Damon Hatch	Portland	Oregon	97219	United States	7/2/2015
1143	Mary Bessette	Portland	Oregon	97219	United States	7/2/2015
1144	Vicki Miles	Portland	Oregon	97223	United States	7/2/2015
1145	Cory Bessette	Portland	Oregon	97219	United States	7/2/2015
1146	Patsy Walsh	Aloha	Oregon	97078	United States	7/2/2015
1147	Laura Kuperstein	Portland	Oregon	97219	United States	7/2/2015
1148	Jay Wilson	Portland	Oregon	97219	United States	7/2/2015
1149	Katie Richmond	Portland	Oregon	97223	United States	7/2/2015
1150	Kristin dunn	Portland	Oregon	97209	United States	7/2/2015
1151	Catharine Eyberg	Portland	Oregon	97219	United States	7/2/2015
1152	Jeffrey Flaig	Portland	Oregon	97223	United States	7/2/2015
1153	Raymond Pretti	Portland	Oregon	97223	United States	7/2/2015
1154	Halsg Trontel	Portland	Oregon	97219	United States	7/2/2015
1155	Christine Stock	Portland	Oregon	97219	United States	7/2/2015
1156	Christine Dreier	Portland	Oregon	97219	United States	7/2/2015
1157	Jennifer Devlin	Portland	Oregon	97219	United States	7/2/2015
1158	Jana Boyer	Beaverton	Oregon	97005	United States	7/2/2015
1159	Maureen Oliver	Portland	Oregon	97225	United States	7/2/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1160	Sarah lewis	Portland	Oregon	97219	United States	7/2/2015
1161	Peggy Atwood	Portland	Oregon	97219	United States	7/2/2015
1162	Story Edison	Portland	Oregon	97231	United States	7/2/2015
1163	Rebecca Hyma	Portland	Oregon	97219	United States	7/2/2015
1164	Bradley Ziegenbusch	Portland	Oregon	97219	United States	7/2/2015
1165	Sarah Bedrick	Portland	Oregon	97219	United States	7/2/2015
1166	Saba Zewdie	Portland	Oregon	97239	United States	7/2/2015
1167	CiCi Boates	Beaverton	Oregon	97075	United States	7/2/2015
1168	Agnes Kovács	Portland	Oregon	97219	United States	7/2/2015
1169	matt bonazzola	Portland	Oregon	97219	United States	7/2/2015
1170	Amalia Benke	Atlanta	Georgia	30338	United States	7/2/2015
1171	Ryan Hansen	Hillsboro	Oregon	97124	United States	7/2/2015
1172	Kristine Pitner	Portland	Oregon	97236	United States	7/2/2015
1173	Annie Haynes	Beaverton	Oregon	97008	United States	7/2/2015
1174	Carley Smith	Roseburg	Oregon	97470	United States	7/2/2015
1175	Lori Howell	Portland	Oregon	97219	United States	7/2/2015
1176	Tonya roerig	Portland	Oregon	97211	United States	7/2/2015
1177	Amy Quist	Portland	Oregon	97221	United States	7/2/2015
1178	Patricia stephens	Lake Oswego	Oregon	97035	United States	7/2/2015
1179	Carol Graff	Portland	Oregon	97219	United States	7/2/2015
1180	Carol Stampfer	Portland	Oregon	97219	United States	7/2/2015
1181	Heather Radich	Lake Oswego	Oregon	97034	United States	7/2/2015
1182	Kevin Diehl	Portland	Oregon	97239	United States	7/2/2015
1183	pamela wilson	Portland	Oregon	97219	United States	7/2/2015
1184	Deanna honse	Portland	Oregon	97223	United States	7/2/2015
1185	Brad Bogus	Portland	Oregon	97239	United States	7/2/2015
1186	Jill Vaughan	Portland	Oregon	97223	United States	7/2/2015
1187	Karen Boulegon	Portland	Oregon	97219	United States	7/2/2015
1188	Nathaniel Olken	Portland	Oregon	97219	United States	7/2/2015
1189	Lora Dunn	Portland	Oregon	97219	United States	7/2/2015
1190	Matthew Blythe	Salem	Oregon	97302	United States	7/2/2015
1191	Stuart Ellis	Portland	Oregon	97219	United States	7/2/2015
1192	Nancy Reese	Portland	Oregon	97219	United States	7/2/2015
1193	Judy Ellis	Portland	Oregon	97219	United States	7/2/2015
1194	Kim Braun	Beaverton	Oregon	97008	United States	7/2/2015
1195	Dan Sloop	Portland	Oregon	97219	United States	7/2/2015
1196	Michael Tompkins	Portland	Oregon	97219	United States	7/2/2015
1197	Michael Steensma	Portland	Oregon	97219	United States	7/2/2015
1198	Arlene Cornell	Portland	Oregon	97221	United States	7/2/2015
1199	DeLyne Popkin	Portland	Oregon	97239	United States	7/2/2015
1200	Maureen Moncada	Portland	Oregon	97201	United States	7/2/2015
1201	Becky Harnish	Tualatin	Oregon	97062	United States	7/2/2015
1202	Patricia Reading	Portland	Oregon	97223	United States	7/2/2015
1203	Cassandra Nunez	Portland	Oregon	97219	United States	7/2/2015
1204	Ben Merritt	Portland	Oregon	97219	United States	7/2/2015
1205	Martha Johansen	Portland	Oregon	97221	United States	7/2/2015
1206	Peggy Seaman	Portland	Oregon	97219	United States	7/2/2015
1207	Janine Blatt	Portland	Oregon	97219	United States	7/2/2015
1208	Chris Schenk	Portland	Oregon	97219	United States	7/2/2015
1209	Mary Scriven	Portland	Oregon	97219	United States	7/2/2015
1210	Sara McWilliams	Portland	Oregon	97219	United States	7/2/2015
1211	Charles Coats	Portland	Oregon	97219	United States	7/2/2015
1212	Elisabeth Hollenbeak	Portland	Oregon	97203	United States	7/3/2015
1213	David Kelly	Portland	Oregon	97219	United States	7/3/2015
1214	Kerri Norman	Portland	Oregon	97239	United States	7/3/2015
1215	Leslie Coefield	Portland	Oregon	97223	United States	7/3/2015
1216	Tom Wills	Portland	Oregon	97219	United States	7/3/2015
1217	Amanda Pederson	Portland	Oregon	97223	United States	7/3/2015
1218	Shawn zapata	Portland	Oregon	97219	United States	7/3/2015
1219	Tabitha smith	Portland	Oregon	97239	United States	7/3/2015
1220	irene jazowick	Beaverton	Oregon	97007	United States	7/3/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1221	Alexis warwick	Portland	Oregon	97212	United States	7/3/2015
1222	jill leithner	Portland	Oregon	97239	United States	7/3/2015
1223	Sandie griffith jordan	Portland	Oregon	97219	United States	7/3/2015
1224	Laura Ghionea-Smith	Portland	Oregon	97219	United States	7/3/2015
1225	Laura Park	Portland	Oregon	97212	United States	7/3/2015
1226	Elise Hooker	Portland	Oregon	97229	United States	7/3/2015
1227	Colin Kopetski	Portland	Oregon	97223	United States	7/3/2015
1228	Jennifer Starr	Portland	Oregon	97219	United States	7/3/2015
1229	Allyson Goodwyn-Craine	Portland	Oregon	97219	United States	7/3/2015
1230	Scott Hampton	Portland	Oregon	97219	United States	7/3/2015
1231	Kim Cottrell	Portland	Oregon	97213	United States	7/3/2015
1232	Andrea Casey	Portland	Oregon	97219	United States	7/3/2015
1233	Ashley Buffington	Portland	Oregon	97219	United States	7/3/2015
1234	Carol Clay	Portland	Oregon	97219	United States	7/3/2015
1235	Sarah Wiggins	Portland	Oregon	97223	United States	7/3/2015
1236	Ashley Casteman	Portland	Oregon	97219	United States	7/3/2015
1237	Angel todd	Portland	Oregon	97219	United States	7/3/2015
1238	Trevor Stephenson	Portland	Oregon	97219	United States	7/3/2015
1239	Kristin Schuchman	Panora	Iowa	50216	United States	7/3/2015
1240	Barbara Fankhauser	Portland	Oregon	97223	United States	7/3/2015
1241	Bryan Kelley	Lake Oswego	Oregon	97035	United States	7/3/2015
1242	Elliott Saunders	Portland	Oregon	97219	United States	7/3/2015
1243	Susan White	Santa Cruz	California	95060	United States	7/3/2015
1244	Sara Miller	Portland	Oregon	97239	United States	7/3/2015
1245	Sandi Sheets	Portland	Oregon	97219	United States	7/3/2015
1246	Cheryl Wierenga	Tualatin	Oregon	97062	United States	7/3/2015
1247	Elisa Weger	Portland	Oregon	97219	United States	7/3/2015
1248	Kathia Emery	Portland	Oregon	97202	United States	7/3/2015
1249	Sarah Grenert-Funk	Portland	Oregon	97229	United States	7/3/2015
1250	Khristina Krewson	Portland	Oregon	97225	United States	7/3/2015
1251	Jamie Hyams	San Ramon	California	94583	United States	7/3/2015
1252	Runa Kahan	Portland	Oregon	97202	United States	7/3/2015
1253	David Poesse	Portland	Oregon	97267	United States	7/3/2015
1254	Julie Kares	Beaverton	Oregon	97007	United States	7/3/2015
1255	Sara Mahoney	Fairview	Oregon	97024	United States	7/3/2015
1256	Nancy Teskey	Portland	Oregon	97219	United States	7/3/2015
1257	Ryan Luscombe	Portland	Oregon	97219	United States	7/3/2015
1258	Elizabeth Wallace	Portland	Oregon	97223	United States	7/3/2015
1259	Julie Marquard	Beaverton	Oregon	97005	United States	7/3/2015
1260	Christopher Nishijima	Portland	Oregon	97219	United States	7/3/2015
1261	Shawn McEuen	Portland	Oregon	97219	United States	7/3/2015
1262	Joncile Martin	west Linn	Oregon	97068	United States	7/3/2015
1263	Kendra Williams	Portland	Oregon	97217	United States	7/3/2015
1264	Beverly Vogt	Portland	Oregon	97221	United States	7/3/2015
1265	amy boren	portland	Oregon	97223	United States	7/3/2015
1266	rebecca owens	Portland	Oregon	97219	United States	7/3/2015
1267	Geraldine Kempler	Portland	Oregon	97221	United States	7/3/2015
1268	David Meyer	Portland	Oregon	97219	United States	7/3/2015
1269	William Stephenson	Iron Mountain	Michigan	49801	United States	7/3/2015
1270	Jane Meyer	Portland	Oregon	97219	United States	7/3/2015
1271	Mikaela Vanderperren	Portland	Oregon	97239	United States	7/3/2015
1272	Chris Tyle	Portland	Oregon	97222	United States	7/3/2015
1273	Ryan Incles	Portland	Oregon	97219	United States	7/3/2015
1274	Kim Coleman	Eugene	Oregon	97408	United States	7/3/2015
1275	Molly Mannheimer	Portland	Oregon	97201	United States	7/3/2015
1276	Carla Waring	Portland	Oregon	97221	United States	7/3/2015
1277	Lindsay Field	Portland	Oregon	97201	United States	7/3/2015
1278	Cathleen Corrie	Portland	Oregon	97219	United States	7/3/2015
1279	Jeff Anderson	Portland	Oregon	97213	United States	7/3/2015
1280	Charles Gary Wolff	Portland	Oregon	97219	United States	7/3/2015
1281	Linda Patterson	Portland	Oregon	97224	United States	7/3/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1282	Susan Silodor	Portland	Oregon	97231	United States	7/3/2015
1283	Janet Bean	Portland	Oregon	97225	United States	7/3/2015
1284	Gayle McLernon	Portland	Oregon	97221	United States	7/3/2015
1285	Kevin Craine	Portland	Oregon	97219	United States	7/3/2015
1286	Lois Van	Portland	Oregon	97219	United States	7/3/2015
1287	Anne Bryant	Portland	Oregon	97219	United States	7/3/2015
1288	marc williams	Portland	Oregon	97201	United States	7/3/2015
1289	gretchen isakson	Portland	Oregon	97206	United States	7/3/2015
1290	Stephanie English	Portland	Oregon	97239	United States	7/3/2015
1291	Elizabeth Kelley	Portland	Oregon	97221	United States	7/3/2015
1292	Amie kurian	Portland	Oregon	97210	United States	7/3/2015
1293	Claudia Riley	Portland	Oregon	97221	United States	7/3/2015
1294	Lee Allis	Portland	Oregon	97221	United States	7/3/2015
1295	Laura Linnman	Portland	Oregon	97219	United States	7/3/2015
1296	Lisa J Dunnahoe	Beaverton	Oregon	97005	United States	7/3/2015
1297	Steven Riley	Portland	Oregon	97221	United States	7/3/2015
1298	Kirsten Braudt	Tigard	Oregon	97223	United States	7/3/2015
1299	David Frenette	Portland	Oregon	97219	United States	7/3/2015
1300	Dan Widger	Portland	Oregon	97219	United States	7/3/2015
1301	Stephen Morgan	Portland	Oregon	97221	United States	7/3/2015
1302	Beth Rosch	Portland	Oregon	97219	United States	7/3/2015
1303	Heather Blackburn	Portland	Oregon	97223	United States	7/3/2015
1304	Jan McNeilan	Portland	Oregon	97219	United States	7/3/2015
1305	Donna Zerner	Portland	Oregon	97219	United States	7/3/2015
1306	Kasia Sitarski	Portland	Oregon	97229	United States	7/3/2015
1307	Alex sarasohn	Portland	Oregon	97223	United States	7/3/2015
1308	julie rogers	Portland	Oregon	97227	United States	7/3/2015
1309	Sara Dolph	Portland	Oregon	97233	United States	7/3/2015
1310	Kitty Wallis	Portland	Oregon	97219	United States	7/3/2015
1311	Josh Huerta	Portland	Oregon	97219	United States	7/3/2015
1312	Laura OHearn	Portland	Oregon	97202	United States	7/3/2015
1313	Gitte Zuberbuehler	Portland	Oregon	97219	United States	7/3/2015
1314	Rick Kolinsky	Portland	Oregon	97291	United States	7/3/2015
1315	Jill Wantland	Portland	Oregon	97221	United States	7/3/2015
1316	Amy Blumenberg	Portland	Oregon	97221	United States	7/3/2015
1317	Cathy Howard	Portland	Oregon	97222	United States	7/3/2015
1318	Carolan Gladden	Beaverton	Oregon	97005	United States	7/3/2015
1319	daryl hansen	Portland	Oregon	97223	United States	7/3/2015
1320	Kev Murp	Portland	Oregon	97206	United States	7/3/2015
1321	Jan Kem	Portland	Oregon	97223	United States	7/3/2015
1322	Judi Mosteller	Sherwood	Oregon	97140	United States	7/3/2015
1323	Alistair Roberts	Penpont		DG3 4BP	United Kingdom	7/3/2015
1324	Matthew hanly	Bremen	Maine	04551	United States	7/3/2015
1325	deborah cox	portland	Oregon	97219	United States	7/3/2015
1326	Laura Lane	Portland	Oregon	97223	United States	7/3/2015
1327	Deb Seeley	Lake Oswego	Oregon	97034	United States	7/3/2015
1328	Diane Tourigny	Portland	Oregon	97205	United States	7/3/2015
1329	Alaina Davis	Tacoma	Washington	98416	United States	7/3/2015
1330	Wendy Curtis	Portland	Oregon	97219	United States	7/3/2015
1331	Ken Boltz	Portland	Oregon	97219	United States	7/3/2015
1332	Karen McKibbin	Portland	Oregon	97219	United States	7/3/2015
1333	Daniel Iliadis			02204	Australia	7/4/2015
1334	Ellen Roney	Portland	Oregon	97223	United States	7/4/2015
1335	Lindamarie Wolf	Portland	Oregon	97219	United States	7/4/2015
1336	Douglas Gordanler	Portland	Oregon	97219	United States	7/4/2015
1337	Barbara Roady	West Linn	Oregon	97068	United States	7/4/2015
1338	Katherine Hearn	Portland	Oregon	97223	United States	7/4/2015
1339	Zarazael Yovel	West Linn	Oregon	97068	United States	7/4/2015
1340	james hewett	Portland	Oregon	97219	United States	7/4/2015
1341	Barbara Gibbs	Portland	Oregon	97267	United States	7/4/2015
1342	Margaret (Peggy) Piers	Portland	Oregon	97219	United States	7/4/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1343	Robert Turnbull	Gladstone	Oregon	97027	United States	7/4/2015
1344	Susan Day	Portland	Oregon	97239	United States	7/4/2015
1345	Denise Graham	Portland	Oregon	97232	United States	7/4/2015
1346	Jeremy Harrington	Beaverton	Oregon	97005	United States	7/4/2015
1347	Sandra Goodwin	Portland	Oregon	97223	United States	7/4/2015
1348	Pamela Braun	Salem	Oregon	97302	United States	7/4/2015
1349	Robin Atkinson	Portland	Oregon	97219	United States	7/4/2015
1350	Samantha Vanover	Beaverton	Oregon	97005	United States	7/4/2015
1351	Toni Menconi	West Linn	Oregon	97068	United States	7/4/2015
1352	clint rogers	Portland	Oregon	97239	United States	7/4/2015
1353	James Waters	Portland	Oregon	97205	United States	7/4/2015
1354	Dian Chute	Portland	Oregon	97219	United States	7/4/2015
1355	Caren Chvatal	Portland	Oregon	97239	United States	7/4/2015
1356	Heather Solano	Portland	Oregon	97223	United States	7/4/2015
1357	Rebecca Flint	Portland	Oregon	97219	United States	7/4/2015
1358	marvin Rubenstein	Portland	Oregon	97239	United States	7/4/2015
1359	Vickie Stephenson	Iron Mountain	Michigan	49801	United States	7/4/2015
1360	Nicole palmer	Portland	Oregon	97201	United States	7/4/2015
1361	Dan Fish	Great Falls	Virginia	22066	United States	7/4/2015
1362	Christopher Vardas	Portland	Oregon	97219	United States	7/4/2015
1363	Suzanne Smith	Portland	Oregon	97219	United States	7/4/2015
1364	Allen Field	Portland	Oregon	97214	United States	7/4/2015
1365	Devyn Larson	Portland	Oregon	97221	United States	7/4/2015
1366	Tiffany W	Portland	Oregon	97219	United States	7/4/2015
1367	Maria Hein	Portland	Oregon	97212	United States	7/4/2015
1368	Susan O. Moen	Portland	Oregon	97213	United States	7/4/2015
1369	C McCarthy	Ridgway	Colorado	81432	United States	7/4/2015
1370	Megan Miller	Portland	Oregon	97219	United States	7/4/2015
1371	Bill Dant	Portland	Oregon	97219	United States	7/4/2015
1372	Alyspn Broberg	Portland	Oregon	97221	United States	7/4/2015
1373	Barry Lavine	Portland	Oregon	97219	United States	7/4/2015
1374	Shelley Hughes	Portland	Oregon	97219	United States	7/4/2015
1375	Bonnie Braeutigam	Portland	Oregon	97223	United States	7/4/2015
1376	Melissa Gagliano	Portland	Oregon	97219	United States	7/4/2015
1377	Shannon oudinot	Portland	Oregon	97219	United States	7/4/2015
1378	Lynn Baker	Eastsound	Washington	98245	United States	7/4/2015
1379	Maryalice Cheesman	PORTLAND	Oregon	97204	United States	7/4/2015
1380	Ann Gilbert	Portland	Oregon	97223	United States	7/4/2015
1381	Vivian Coles	Portland	Oregon	97219	United States	7/4/2015
1382	Judith Baumwirt	Los Angeles	California	91343	United States	7/4/2015
1383	TANI DRAPER	Portland	Oregon	97219	United States	7/4/2015
1384	anne McAvoy	Portland	Oregon	97225	United States	7/4/2015
1385	Dr. Vicki and Mike McNamara	Portland	Oregon	97219	United States	7/4/2015
1386	Melissa Mears	Portland	Oregon	97219	United States	7/4/2015
1387	Brian Menza	Grosse Pointe	Michigan	48230	United States	7/4/2015
1388	leslie bleich	Portland	Oregon	97239	United States	7/4/2015
1389	Elizabeth Baumwirt	Portland	Oregon	97215	United States	7/5/2015
1390	Randall Fryer	Portland	Oregon	97219	United States	7/5/2015
1391	glenn brackett	Portland	Oregon	97219	United States	7/5/2015
1392	Sally Earll	Portland	Oregon	97219	United States	7/5/2015
1393	Madeleine Denko	Portland	Oregon	97219	United States	7/5/2015
1394	Dennis Lavery	Portland	Oregon	97219	United States	7/5/2015
1395	Teresa Peterson	Portland	Oregon	97219	United States	7/5/2015
1396	Leslie Neibert	Depoe Bay	Oregon	97341	United States	7/5/2015
1397	jan kuhl-urbach	Portland	Oregon	97219	United States	7/5/2015
1398	Betty McArdle	Portland	Oregon	97219	United States	7/5/2015
1399	Colin MacLean	Portland	Oregon	97223	United States	7/5/2015
1400	Daniel Urbach	Portland	Oregon	97219	United States	7/5/2015
1401	Lucy Koch	Portland	Oregon	97219	United States	7/5/2015
1402	Kirsten Bosnak	Portland	Oregon	97232	United States	7/5/2015
1403	Sandra Gravon	Portland	Oregon	97219	United States	7/5/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1404.	Nancy Freyer	Portland	Oregon	97239	United States	7/5/2015
1405	Beverly Wells	Portland	Oregon	97219	United States	7/5/2015
1406	Tia Rich	Portland	Oregon	97219	United States	7/5/2015
1407	Jim Brown	Portland	Oregon	97212	United States	7/5/2015
1408	Julia Schlipper	Portland	Oregon	97219	United States	7/6/2015
1409	Brooke LaSalle	Portland	Oregon	97219	United States	7/6/2015
1410	Lin Marie	Portland	Oregon	97219	United States	7/6/2015
1411	Ben Paulson	Portland	Oregon	97239	United States	7/6/2015
1412	Linda Lawson	Portland	Oregon	97239	United States	7/6/2015
1413	Elizabeth Wagner	Portland	Oregon	97219	United States	7/6/2015
1414	Lindsay Rabourn	Salem	Oregon	97306	United States	7/6/2015
1415	Carol Mooney	Beaverton	Oregon	97005	United States	7/6/2015
1416	Maria Nguyen	Grosse Pointe	Michigan	48230	United States	7/6/2015
1417	Petra Prostrednik	Portland	Oregon	97219	United States	7/6/2015
1418	Gina Marchitello	Portland	Oregon	97219	United States	7/6/2015
1419	Kareen Maddalone	Portland	Oregon	97219	United States	7/6/2015
1420	Lauren Rizzo	Portland	Oregon	97219	United States	7/6/2015
1421	Doug Van Allen	Portland	Oregon	97239	United States	7/6/2015
1422	Claire Small	Portland	Oregon	97219	United States	7/6/2015
1423	Mindy Holdsworth	Portland	Oregon	97239	United States	7/6/2015
1424	Laura Jones	Portland	Oregon	97221	United States	7/6/2015
1425	Alison Ardit	Portland	Oregon	97219	United States	7/6/2015
1426	Nicholas Hughes	Portland	Oregon	97219	United States	7/6/2015
1427	Erik Vidstrand	Portland	Oregon	97219	United States	7/6/2015
1428	heidi nelson	portland	Oregon	97221	United States	7/6/2015
1429	Emanuel Brown	Portland	Oregon	97225	United States	7/6/2015
1430	Carolyn M. Devine Devine	Portland	Oregon	97219	United States	7/6/2015
1431	Cheryl Olson	Portland	Oregon	97214	United States	7/6/2015
1432	Monty Moore	Portland	Oregon	97221	United States	7/6/2015
1433	Carolyn Bruce	Portland	Oregon	97223	United States	7/6/2015
1434	Kimberly Carlson	Portland	Oregon	97223	United States	7/6/2015
1435	Genece Cupp	Portland	Oregon	97219	United States	7/6/2015
1436	Alisa Castellano	Portland	Oregon	97219	United States	7/6/2015
1437	Sarah Toldrian	Portland	Oregon	97223	United States	7/6/2015
1438	Rebecca Gabriel	Portland	Oregon	97223	United States	7/6/2015
1439	Paul Kievit	Portland	Oregon	97219	United States	7/6/2015
1440	Kent Geisel	Portland	Oregon	97221	United States	7/6/2015
1441	Nancy Montgomery	Portland	Oregon	97219	United States	7/6/2015
1442	Siri Johnson	Neskowin	Oregon	97149	United States	7/6/2015
1443	Christine Tovey	Portland	Oregon	97221	United States	7/6/2015
1444	Bernice Ardit	Portland	Oregon	97221	United States	7/6/2015
1445	Susan Corkum	Portland	Oregon	97221	United States	7/7/2015
1446	Margaret Osterberg	Portland	Oregon	97223	United States	7/7/2015
1447	Jonathan Sun	Portland	Oregon	97219	United States	7/7/2015
1448	Kristie Pempek	Portland	Oregon	97219	United States	7/7/2015
1449	Petra Alexander	Portland	Oregon	97219	United States	7/7/2015
1450	nathan vanvickle	Portland	Oregon	97219	United States	7/7/2015
1451	Erin Gwinn	Hillsboro	Oregon	97124	United States	7/7/2015
1452	Jennifer Barta	Portland	Oregon	97219	United States	7/7/2015
1453	Joanna Adler	Portland	Oregon	97219	United States	7/7/2015
1454	Elizabeth Conrad	Portland	Oregon	97221	United States	7/7/2015
1455	Tara Byrne	Portland	Oregon	97219	United States	7/7/2015
1456	Jeff Stevens	Seattle	Washington	98125	United States	7/7/2015
1457	Dino ARDITI	Portland	Oregon	97214	United States	7/7/2015
1458	Laury Girt	Portland	Oregon	97219	United States	7/7/2015
1459	Andrea Miller	Los Angeles	California	90034	United States	7/7/2015
1460	Judy VanSlyke	Portland	Oregon	97239	United States	7/7/2015
1461	Carrie Wolfe	Portland	Oregon	97223	United States	7/7/2015
1462	Leah Danley	Portland	Oregon	97206	United States	7/7/2015
1463	Jared Moran	Portland	Oregon	97217	United States	7/7/2015
1464	Lynn Redlin	Portland	Oregon	97219	United States	7/7/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1465	kimberly rose	Portland	Oregon	97219	United States	7/7/2015
1466	Otis Rubottom	Portland	Oregon	97202	United States	7/7/2015
1467	Nick Falbo	Portland	Oregon	97232	United States	7/7/2015
1468	Austin Williamson	Wilsonville	Oregon	97070	United States	7/7/2015
1469	Tori Ash	Portland	Oregon	97219	United States	7/7/2015
1470	Pamela Quinlan	Portland	Oregon	97206	United States	7/7/2015
1471	Jacob Pen	Portland	Oregon	97219	United States	7/7/2015
1472	Louie Herr	Portland	Oregon	97202	United States	7/7/2015
1473	Seth Alford	Portland	Oregon	97225	United States	7/7/2015
1474	Katie Penfield	Portland	Oregon	97219	United States	7/7/2015
1475	Valerie Morrow	La Grande	Oregon	97850	United States	7/7/2015
1476	Austin maddoux	Portland	Oregon	97219	United States	7/7/2015
1477	heather bryse-harvey	Tigard	Oregon	97223	United States	7/8/2015
1478	Dana Fears	Beaverton	Oregon	97007	United States	7/8/2015
1479	Rob Lamb	Portland	Oregon	97239	United States	7/8/2015
1480	Rachel Reynolds	Portland	Oregon	97206	United States	7/8/2015
1481	Steven Carter	Portland	Oregon	97219	United States	7/8/2015
1482	esquivel reed	Portland	Oregon	97211	United States	7/8/2015
1483	Kay Danley	Portland	Oregon	97225	United States	7/8/2015
1484	Joyce Newman	Staten Island	New York	10314	United States	7/8/2015
1485	Christine Yun	Portland	Oregon	97214	United States	7/8/2015
1486	Carol Lane	Portland	Oregon	97219	United States	7/8/2015
1487	Mark Frey	Portland	Oregon	97219	United States	7/8/2015
1488	matt klug	Portland	Oregon	97202	United States	7/8/2015
1489	Mark Hanson	Portland	Oregon	97219	United States	7/8/2015
1490	Jordan King	Vancouver	Washington	98661	United States	7/8/2015
1491	Michael Milliucci	Portland	Oregon	97212	United States	7/8/2015
1492	Margaret Wisdom	Portland	Oregon	97223	United States	7/8/2015
1493	Chris Bodamer	Portland	Oregon	97219	United States	7/8/2015
1494	Rebecca Keating	Portland	Oregon	97202	United States	7/8/2015
1495	Joshua Dow	Troy	Michigan	48084	United States	7/8/2015
1496	Shannon kimmel	Portland	Oregon	97219	United States	7/8/2015
1497	Nancy Steensma	Portland	Oregon	97219	United States	7/8/2015
1498	Sapp Daniel	Portland	Oregon	97205	United States	7/8/2015
1499	Alicia Weston	Portland	Oregon	97221	United States	7/8/2015
1500	Betty Naten	Sun City	Arizona	85351	United States	7/8/2015
1501	Sarah Lojko	Lafayette	Colorado	80026	United States	7/8/2015
1502	Lois Lowe	Portland	Oregon	97219	United States	7/8/2015
1503	AnaLies Steensma	Portland	Oregon	97219	United States	7/8/2015
1504	Charles Gilkison	Portland	Oregon	97219	United States	7/8/2015
1505	Amy Reed	Portland	Oregon	97223	United States	7/8/2015
1506	Sharon Thorne	Portland	Oregon	97210	United States	7/8/2015
1507	Raven Smith	Portland	Oregon	97219	United States	7/9/2015
1508	Tricia Knoll	Portland	Oregon	97219	United States	7/9/2015
1509	Amy baggio	Portland	Oregon	97219	United States	7/9/2015
1510	Emily Stack	Portland	Oregon	97239	United States	7/9/2015
1511	Adam Bushen	Portland	Oregon	97239	United States	7/9/2015
1512	Maggie Breitenstein	Tigard	Oregon	97224	United States	7/9/2015
1513	Carol Marmaduke	Portland	Oregon	97219	United States	7/9/2015
1514	Claire Coleman-Evans	Portland	Oregon	97221	United States	7/9/2015
1515	Julie Kirby	Portland	Oregon	97219	United States	7/9/2015
1516	Marilynn Hickam	Portland	Oregon	97219	United States	7/9/2015
1517	Courtney Casteman	Portland	Oregon	97219	United States	7/9/2015
1518	Craig Jackson	Portland	Oregon	97219	United States	7/9/2015
1519	Jill Kirk	Portland	Oregon	97219	United States	7/9/2015
1520	Cathy Jo Lindquist	Portland	Oregon	97219	United States	7/9/2015
1521	Susan Cole	Portland	Oregon	97219	United States	7/9/2015
1522	Holly Matthews	Portland	Oregon	97219	United States	7/9/2015
1523	Drew Bradbury	Portland	Oregon	97232	United States	7/9/2015
1524	Daniel Nottage	Portland	Oregon	97219	United States	7/9/2015
1525	Victoria Schultz	Portland	Oregon	97219	United States	7/9/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1526	Wisdom Jeffrey	Portland	Oregon	97223	United States	7/10/2015
1527	Jalynne Geddes	Portland	Oregon	97223	United States	7/10/2015
1528	Chloe Allen Maycock	Portland	Oregon	97223	United States	7/10/2015
1529	Dean Smith	Portland	Oregon	97219	United States	7/10/2015
1530	Mark Clift	Portland	Oregon	97223	United States	7/10/2015
1531	gary orehovec	Portland	Oregon	97223	United States	7/10/2015
1532	Brenda Opp	Portland	Oregon	97219	United States	7/10/2015
1533	Linda krentz	Beaverton	Oregon	97005	United States	7/10/2015
1534	Sharon Kenny	Portland	Oregon	97219	United States	7/10/2015
1535	Julie Baugh	Portland	Oregon	97223	United States	7/10/2015
1536	Jeannie Botelho	Portland	Oregon	97210	United States	7/10/2015
1537	Susan Webb Rebecchi	Portland	Oregon	97219	United States	7/11/2015
1538	KS ARNO	Portland	Oregon	97219	United States	7/11/2015
1539	Tamara Green	Portland	Oregon	97239	United States	7/11/2015
1540	Charles Wilfong	Portland	Oregon	97202	United States	7/11/2015
1541	Shawn Ladd	Portland	Oregon	97223	United States	7/11/2015
1542	Rochelle Farkas	Lake Oswego	Oregon	97035	United States	7/12/2015
1543	Iewis holland	Portland	Oregon	97219	United States	7/12/2015
1544	Wendy Weigman	Portland	Oregon	97219	United States	7/12/2015
1545	joan hoffman	Portland	Oregon	97210	United States	7/12/2015
1546	shelby rice	portland	Oregon	97239	United States	7/12/2015
1547	Annette Walton	Portland	Oregon	97221	United States	7/13/2015
1548	Heidi Fredriksen	Portland	Oregon	97221	United States	7/13/2015
1549	Barbara Blakesley	Portland	Oregon	97219	United States	7/13/2015
1550	Kathleen Manville	Portland	Oregon	97219	United States	7/13/2015
1551	Bryant Brooks	Portland	Oregon	97223	United States	7/13/2015
1552	Dawn Cadwell	Portland	Oregon	97232	United States	7/13/2015
1553	Denise Bober	Lake Oswego	Oregon	97034	United States	7/13/2015
1554	Denise Chiavarini	Portland	Oregon	97219	United States	7/13/2015
1555	Maureen Keeler	Newport	Oregon	97365	United States	7/13/2015
1556	Robin Spear	Portland	Oregon	97219	United States	7/13/2015
1557	Janet McMorrow	Portland	Oregon	97206	United States	7/13/2015
1558	Roberta Warila	Portland	Oregon	97266	United States	7/13/2015
1559	Christy Caton	Portland	Oregon	97219	United States	7/13/2015
1560	Emilie Young	Portland	Oregon	97219	United States	7/13/2015
1561	Roberta mahony	Portland	Oregon	97219	United States	7/13/2015
1562	Wilma Diers	Portland	Oregon	97219	United States	7/13/2015
1563	Janell Struckmeier	Beaverton	Oregon	97005	United States	7/13/2015
1564	Bonnie Lapp	Portland	Oregon	97219	United States	7/13/2015
1565	Pamela Schwenzer	Portland	Oregon	97232	United States	7/13/2015
1566	Stephanie Spear	Fairbanks	Alaska	99799	United States	7/13/2015
1567	Annette North	Vancouver	Washington	98684	United States	7/13/2015
1568	Patricia Landye	Portland	Oregon	97210	United States	7/13/2015
1569	Marianna Mourelatos	Portland	Oregon	97219	United States	7/13/2015
1570	Renee Erickson	Portland	Oregon	97225	United States	7/13/2015
1571	Katy Sackmann	Portland	Oregon	97225	United States	7/13/2015
1572	Cynthia Gerdes	Portland	Oregon	97202	United States	7/13/2015
1573	Mara Woloshin	Portland	Oregon	97221	United States	7/13/2015
1574	Rhonda Zarusinski	Lake Oswego	Oregon	97034	United States	7/13/2015
1575	Liza Horton	Portland	Oregon	97210	United States	7/13/2015
1576	Anna Horton	Portland	Oregon	97221	United States	7/13/2015
1577	Jonathan Horton	Portland	Oregon	97221	United States	7/13/2015
1578	James Gifford	Portland	Oregon	97201	United States	7/14/2015
1579	Pamela Wilkins	Portland	Oregon	97219	United States	7/14/2015
1580	Jennifer Willis	San Francisco	California	94117	United States	7/14/2015
1581	susan fleming	Portland	Oregon	97219	United States	7/14/2015
1582	Tricia Lewis	Portland	Oregon	97219	United States	7/14/2015
1583	Krista Chin	Portland	Oregon	97219	United States	7/14/2015
1584	Jennifer Sturm	Lake Oswego	Oregon	97035	United States	7/14/2015
1585	Reggie Frumkin	Beaverton	Oregon	97008	United States	7/14/2015
1586	Anne Albaugh	Beaverton	Oregon	97007	United States	7/14/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1587	Bethany Holt	Portland	Oregon	97219	United States	7/14/2015
1588	Darren Wilkins	Portland	Oregon	97236	United States	7/14/2015
1589	Tim Oakley	Portland	Oregon	97219	United States	7/14/2015
1590	John Cleary	Portland	Oregon	97219	United States	7/14/2015
1591	michele stahlecker	Portland	Oregon	97202	United States	7/14/2015
1592	Kaitlin Miller	Portland	Oregon	97202	United States	7/14/2015
1593	Lynn Wolff	Portland	Oregon	97219	United States	7/14/2015
1594	Sean Tichenor	Warrenton	Oregon	97146	United States	7/14/2015
1595	Patricia Braunger	Portland	Oregon	97215	United States	7/14/2015
1596	Roy Larsen	Beaverton	Oregon	97006	United States	7/14/2015
1597	Lyndsay Finn	Portland	Oregon	97202	United States	7/14/2015
1598	Erica Huffman	Nashua	New Hampshire	03062	United States	7/14/2015
1599	Frank Wehling	Portland	Oregon	97219	United States	7/14/2015
1600	Jeff Pollard	Portland	Oregon	97219	United States	7/14/2015
1601	Linda Richwine	Portland	Oregon	97219	United States	7/14/2015
1602	Caroline Peters	Los Angeles	California	90046	United States	7/14/2015
1603	Quincy Washington	Salem	Oregon	97317	United States	7/14/2015
1604	Allison McGillivray	Portland	Oregon	97219	United States	7/14/2015
1605	Karla Austin	Portland	Oregon	97201	United States	7/14/2015
1606	Sean Kennedy	Portland	Oregon	97214	United States	7/14/2015
1607	Richard Donin	Portland	Oregon	97280	United States	7/15/2015
1608	Jennifer North	Portland	Oregon	97219	United States	7/15/2015
1609	Toni Noll	Portland	Oregon	97219	United States	7/15/2015
1610	Erica Raihala	Portland	Oregon	97290	United States	7/15/2015
1611	James Rankin	Portland	Oregon	97221	United States	7/15/2015
1612	Jason McNichols	Portland	Oregon	97219	United States	7/15/2015
1613	Matt southet	Portland	Oregon	97217	United States	7/15/2015
1614	Erika Strine	Pullman	Washington	99163	United States	7/15/2015
1615	Casey Van Winkle	Pullman	Washington	99163	United States	7/15/2015
1616	Scott Simons	Fresno	California	93720	United States	7/15/2015
1617	Craig Olson	Portland	Oregon	97223	United States	7/15/2015
1618	Thomas McDonald	The Dalles	Oregon	97058	United States	7/15/2015
1619	Douglas de Weese	Portland	Oregon	97221	United States	7/15/2015
1620	patrick thoits	Camas	Washington	98607	United States	7/15/2015
1621	Keely LeDoux	Portland	Oregon	97203	United States	7/15/2015
1622	Reshmi Dutt-Ballerstadt	Portland	Oregon	97219	United States	7/15/2015
1623	Carlina Morris	Snohomish	Washington	98290	United States	7/15/2015
1624	Jeanette Eng	Vancouver	Washington	98665	United States	7/15/2015
1625	Michael Hubbard	Portland	Oregon	97214	United States	7/15/2015
1626	Viola Chapa	San Antonio	Texas	78213	United States	7/15/2015
1627	rebecca benson	Portland	Oregon	97221	United States	7/15/2015
1628	Emily Erickson	Chino Hills	California	91709	United States	7/15/2015
1629	marissa Fuqua miller	Portland	Oregon	97280	United States	7/15/2015
1630	J Lawrence	Portland	Oregon	97223	United States	7/15/2015
1631	Molly Myers	Portland	Oregon	97213	United States	7/15/2015
1632	Carolyn Rust	Portland	Oregon	97223	United States	7/16/2015
1633	Rachel wirth	Portland	Oregon	97219	United States	7/16/2015
1634	Christien Wilhelm	Portland	Oregon	97219	United States	7/16/2015
1635	Chris Wilhelm	Portland	Oregon	97219	United States	7/16/2015
1636	Sophia Colletti	Portland	Oregon	97203	United States	7/16/2015
1637	Karen Wilhelm	Beaverton	Oregon	97007	United States	7/16/2015
1638	Dorothy Aeto	Portland	Oregon	97201	United States	7/16/2015
1639	Rachel Williams	Portland	Oregon	97223	United States	7/16/2015
1640	Larry Clark	Portland	Oregon	97206	United States	7/16/2015
1641	geraldine Serpa-Chapman	San Bruno	California	94066	United States	7/16/2015
1642	Laura Martin	Portland	Oregon	97219	United States	7/16/2015
1643	kerry bedel	Portland	Oregon	97219	United States	7/16/2015
1644	Aubrey Erwin	Portland	Oregon	97219	United States	7/17/2015
1645	Paul Aubrey	Gresham	Oregon	97080	United States	7/17/2015
1646	cynthia Edwards	Astoria	Oregon	97103	United States	7/17/2015
1647	Jeff Katz	Portland	Oregon	97232	United States	7/17/2015

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#	Name	City	State	Postal Code	Country	Signed On
1648	Jane Windes	Portland	Oregon	97223	United States	7/17/2015
1649	Kerry Arkell	Portland	Oregon	97221	United States	7/18/2015
1650	Stephanie Krehbiel	Portland	Oregon	97219	United States	7/19/2015
1651	Erin Kilbourne	Tualatin	Oregon	97062	United States	7/19/2015
1652	Karen Beach	Salem	Oregon	97305	United States	7/20/2015
1653	Camron Settlemier	Woodburn	Oregon	97071	United States	7/20/2015
1654	Bill Sweetland	Portland	Oregon	97223	United States	7/20/2015
1655	Arquette Hamm	Portland	Oregon	97219	United States	7/20/2015
1656	Karly Hand	Portland	Oregon	97214	United States	7/20/2015
1657	Jack Lazareck	Portland	Oregon	97211	United States	7/20/2015
1658	Shirley Sagerser	Portland	Oregon	97225	United States	7/21/2015
1659	Michelle Schrom	Portland	Oregon	97239	United States	7/21/2015
1660	orit Kramer	Portland	Oregon	97219	United States	7/22/2015
1661	Deborah Honthamer	Portland	Oregon	97219	United States	7/23/2015
1662	Susan Metz	Portland	Oregon	97219	United States	7/23/2015
1663	Rob Sample	Portland	Oregon	97225	United States	7/24/2015
1664	Ariel Enriquez	Portland	Oregon	97217	United States	7/26/2015
1665	Elizabeth W.P.-Bretland	Delft		-	Netherlands	7/28/2015
1666	Lindsay Douglas	Utica	Michigan	48316	United States	7/29/2015
1667	Jason Sisante	Kansas City	Kansas	66103	United States	7/29/2015
1668	Sandy Berry	Indianapolis	Indiana	46260	United States	7/29/2015
1669	Anne Dewey	Portland	Oregon	97219	United States	7/29/2015
1670	Lydia Pickard	Portland	Oregon	97229	United States	7/29/2015
1671	Jennifer Morton	Waterford Township	Michigan	48328	United States	7/29/2015
1672	Katie Anselm	Ann Arbor	Michigan	48104	United States	7/29/2015
1673	Jeniece Frazier	New York	New York	10039	United States	7/29/2015
1674	Barbara Alley	Portland	Oregon	97280	United States	7/29/2015
1675	Matt Walsh	Portland	Oregon	97219	United States	7/29/2015
1676	Shaun Hennessy	Portland	Oregon	97221	United States	7/29/2015
1677	Kathleen Kennaugh	Portland	Oregon	97219	United States	7/29/2015
1678	Kathy Nanez	Portland	Oregon	97219	United States	7/29/2015
1679	Ingrid Shimek	Portland	Oregon	97219	United States	7/29/2015
1680	Elisabeth Hendricks	Portland	Oregon	97219	United States	7/29/2015
1681	Rosalie Nowalk	Portland	Oregon	97239	United States	7/29/2015
1682	Wendy McKay	Portland	Oregon	97219	United States	7/29/2015
1683	Bridget O'Boyle-Jordan	Portland	Oregon	97219	United States	7/29/2015
1684	Judith Clay	Portland	Oregon	97219	United States	7/29/2015
1685	Ruth Bath	Portland	Oregon	97219	United States	7/30/2015
1686	Bob Staser	Portland	Oregon	97219	United States	7/30/2015
1687	Kacey Lundgren	Portland	Oregon	97210	United States	7/30/2015
1688	Sara Thorsland	Portland	Oregon	97219	United States	7/30/2015
1689	Tina Ward	Portland	Oregon	97219	United States	7/30/2015
1690	Cheryl Milo	Portland	Oregon	97219	United States	7/30/2015
1691	faune wacker	Tigard	Oregon	97224	United States	7/30/2015
1692	Eileen Burdick	Portland	Oregon	97219	United States	7/30/2015
1693	Brooke McGee	Portland	Oregon	97221	United States	7/30/2015
1694	Michele Shea-han	Portland	Oregon	97221	United States	7/30/2015
1695	Rebecca Lewis	Portland	Oregon	97219	United States	7/30/2015
1696	Anna Hightower	San Diego	California	92111	United States	7/30/2015
1697	Michelle Williams	Portland	Oregon	97219	United States	7/30/2015
1698	Matthew Kaiser	Portland	Oregon	97219	United States	7/30/2015
1699	Josh Kelly	Portland	Oregon	97219	United States	7/30/2015
1700	liz smith	Portland	Oregon	97219	United States	7/30/2015
1701	Cindi Otis	Portland	Oregon	97229	United States	7/30/2015
1702	Jade Bath	Portland	Oregon	97219	United States	7/30/2015
1703	Nicole Johnson	Portland	Oregon	97219	United States	7/30/2015
1704	Melissa Sottoway	Portland	Oregon	97239	United States	7/30/2015
1705	Joyce Houghton	Portland	Oregon	97221	United States	7/30/2015
1706	Ava Mitchell	Portland	Oregon	97219	United States	7/30/2015
1707	Lei Hart	Portland	Oregon	97219	United States	7/30/2015
1708	Christopher Thorsland	Portland	Oregon	97219	United States	7/30/2015

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Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1709	Tia Anderson	Portland	Oregon	97202	United States	7/30/2015
1710	Claire Holland	Portland	Oregon	97219	United States	7/30/2015
1711	Julie Hanna	Portland	Oregon	97201	United States	7/30/2015
1712	Rebecca Loret de Mola	Portland	Oregon	97219	United States	7/30/2015
1713	Linda Martin	Portland	Oregon	97219	United States	7/31/2015
1714	Siobhan Olney	Cornelius	Oregon	97113	United States	7/31/2015
1715	Kayley Haller	Portland	Oregon	97219	United States	7/31/2015
1716	Victoria Price	Portland	Oregon	97212	United States	7/31/2015
1717	Sarah Jacobs	Portland	Oregon	97214	United States	7/31/2015
1718	Mary McMahon	Portland	Oregon	97212	United States	7/31/2015
1719	Jessica Peterson	Portland	Oregon	97219	United States	7/31/2015
1720	Jenna Buschert	Portland	Oregon	97214	United States	7/31/2015
1721	Kate Melton	Portland	Oregon	97239	United States	8/1/2015
1722	J. Varner	Portland	Oregon	97219	United States	8/1/2015
1723	kimberly jacobson	Portland	Oregon	97206	United States	8/1/2015
1724	Paul Chappell	Portland	Oregon	97219	United States	8/1/2015
1725	Andrew Golay	Portland	Oregon	97219	United States	8/1/2015
1726	Jeanne Schramm	Portland	Oregon	97219	United States	8/2/2015
1727	David Folts	Portland	Oregon	97219	United States	8/3/2015
1728	Kristin Beauchamp	East Jordan	Michigan	49727	United States	8/3/2015
1729	Nora Herrera	Portland	Oregon	97212	United States	8/3/2015
1730	Paul Kramer	Portland	Oregon	97210	United States	8/4/2015
1731	kirk parson	Portland	Oregon	97219	United States	8/5/2015
1732	Angelene Parr	Portland	Oregon	97219	United States	8/5/2015
1733	Sophia Costa	Portland	Oregon	97219	United States	8/5/2015
1734	Robert Tust	Portland	Oregon	97239	United States	8/6/2015
1735	Anne Meadows	Portland	Oregon	97239	United States	8/6/2015
1736	Matthew Isom	Portland	Oregon	97219	United States	8/7/2015
1737	Andrea Burlingame	Portland	Oregon	97223	United States	8/7/2015
1738	Jessica Stirling	Portland	Oregon	97225	United States	8/8/2015
1739	Carolyn Wells	Portland	Oregon	97219	United States	8/9/2015
1740	Scott LaRoche	Portland	Oregon	97219	United States	8/11/2015
1741	Brian Combs	Portland	Oregon	97233	United States	8/11/2015
1742	Eric Deren	Portland	Oregon	97219	United States	8/11/2015
1743	robert fenwick	Beaverton	Oregon	97008	United States	8/12/2015
1744	Maarja Paris	Portland	Oregon	97219	United States	8/15/2015
1745	Jean Claude Paris	Portland	Oregon	97219	United States	8/15/2015
1746	Margaret Thompson	Portland	Oregon	97223	United States	8/15/2015
1747	Holly Paris	Portland	Oregon	97219	United States	8/15/2015
1748	Paula Levy	Portland	Oregon	97219	United States	8/16/2015
1749	Rachael Millican	Portland	Oregon	97219	United States	8/16/2015
1750	Rachel Schumacher	Portland	Oregon	97221	United States	8/16/2015
1751	Robin Esterkin	Portland	Oregon	97219	United States	8/16/2015
1752	Carissa Bonham	Hillsboro	Oregon	97123	United States	8/16/2015
1753	Harmony Giggers	Portland	Oregon	97223	United States	8/16/2015
1754	Lauren Hartmann	Lake Oswego	Oregon	97035	United States	8/16/2015
1755	Concerned Citizen	New City	New York	10956	United States	8/16/2015
1756	Nick Wick	Portland	Oregon	97224	United States	8/16/2015
1757	Thomas Crecraft	Sherwood	Oregon	97140	United States	8/16/2015
1758	Kati McKee	Portland	Oregon	97224	United States	8/16/2015
1759	Kendra Uhl	Portland	Oregon	97223	United States	8/17/2015
1760	Alexandria Hilsabeck	Beaverton	Oregon	97008	United States	8/17/2015
1761	Annie Bjarnason	Portland	Oregon	97223	United States	8/17/2015
1762	Greg Thiel	Hillsboro	Oregon	97124	United States	8/17/2015
1763	Bette Kruger	Portland	Oregon	97219	United States	8/17/2015
1764	Alberto Escobar	Portland	Oregon	97223	United States	8/17/2015
1765	Michael Skipper II	Portland	Oregon	97230	United States	8/17/2015
1766	Meghan Hess	Portland	Oregon	97239	United States	8/17/2015
1767	William Ferguson	Portland	Oregon	97219	United States	8/17/2015
1768	Eric Donaldson	Portland	Oregon	97219	United States	8/17/2015
1769	Thom Holliday	Chandler	Arizona	85225	United States	8/17/2015

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
1770	Sheena Skipper	Portland	Oregon	97266	United States	8/17/2015
1771	Jennifer Diaz	Portland	Oregon	97230	United States	8/17/2015
1772	Luis Sanchez	Portland	Oregon	97219	United States	8/17/2015
1773	Britni Tidrick	Portland	Oregon	97223	United States	8/18/2015
1774	krista Rees	Portland	Oregon	97206	United States	8/18/2015
1775	Aarika Elwer	Portland	Oregon	97219	United States	8/18/2015
1776	Naomi Kitagaki	Portland	Oregon	97206	United States	8/18/2015
1777	taylor bauer	Portland	Oregon	97223	United States	8/18/2015
1778	Kathleen Krall	Portland	Oregon	97219	United States	8/18/2015
1779	Michael Krall	Portland	Oregon	97219	United States	8/18/2015
1780	Hilde Price-Levine	Portland	Oregon	97221	United States	8/18/2015
1781	Mary Weaver	Portland	Oregon	97219	United States	8/18/2015
1782	Ruth Weaver	Portland	Oregon	97219	United States	8/19/2015
1783	Alexandra Clarke	Portland	Oregon	97219	United States	8/20/2015
1784	Susan Adams	Portland	Oregon	97219	United States	8/21/2015
1785	Tanya Sember	Portland	Oregon	97211	United States	8/21/2015
1786	sandor felberg	Portland	Oregon	97219	United States	8/21/2015
1787	lorraine Vinograd	Portland	Oregon	97225	United States	8/22/2015
1788	gretchen holden	Portland	Oregon	97219	United States	8/22/2015
1789	cyndi sidles	Portland	Oregon	97219	United States	8/23/2015
1790	Denis Carlsen	Tygh Valley	Oregon	97063	United States	8/23/2015
1791	Claire Becker	Portland	Oregon	97219	United States	8/26/2015
1792	Diane McKittrick	Portland	Oregon	97219	United States	8/26/2015
1793	Jennifer Kitch	Portland	Oregon	97219	United States	8/28/2015
1794	Shane Kelly	Portland	Oregon	97219	United States	8/29/2015
1795	Kathy Samsom	Portland	Oregon	97219	United States	8/30/2015
1796	Lisa Preston	Portland	Oregon	97219	United States	9/1/2015
1797	Nigel Arkel	Portland	Oregon	97221	United States	9/2/2015
1798	Philip Brown	Portland	Oregon	97219	United States	9/3/2015
1799	Eugene Bingham	Portland	Oregon	97212	United States	9/4/2015
1800	Janet Schook	Beaverton	Oregon	97008	United States	9/4/2015
1801	Jan Breckon	Portland	Oregon	97229	United States	9/9/2015
1802	Allison Graham	Portland	Oregon	97219	United States	9/13/2015
1803	Kyle Liljegren	Portland	Oregon	97219	United States	9/13/2015
1804	emilly jones	Portland	Oregon	97219	United States	9/13/2015
1805	brian jones	Portland	Oregon	97219	United States	9/13/2015
1806	Hugo Peixoto	Portland	Oregon	97217	United States	9/14/2015
1807	iris adams	Palmdale	California	93552	United States	10/1/2015
1808	Mildred Hardman	Portland	Oregon	97201	United States	10/26/2015
1809	Michael Starosciak	Portland	Oregon	97201	United States	10/28/2015

Date: 11/17/2015

Total number of signatures: 1809

Number of Cities: 157

Number of States: 34

Number of Countries: 11

Sorted Zipcode Summary

#	Zipcode	Number of signatures
1	97219	849
2	97221	117
3	97223	104
4	97239	76
5	97202	39
6	97214	24
7	97225	21
8	97212	19
9	97201	18
10	97035	18
11	97008	18
12	97206	17
13	97229	16
14	97217	16
15	97210	16
16	97005	16
17	97213	15
18	97211	13
19	97203	13
20	97006	10
21	97232	9
22	97222	9
23	97215	9
24	97209	9
25	97205	9
26	97068	9
27	97007	9
28	97224	8
29	97218	8
30	97034	8
31	97124	7
32	97062	7
33	97280	6
34	97230	6
35	97123	6
36	97302	5
37	97070	5
38	97267	4
39	97216	4
40	97140	4
41	97401	3
42	97266	3

Sorted City Summary

#	City	Number of signatures
1	Portland	1477
2	Beaverton	56
3	Lake Oswego	26
4	Hillsboro	13
5	Vancouver	10
6	Salem	10
7	West Linn	9
8	Tualatin	7
9	Eugene	6
10	Bend	5
11	Wilsonville	5
12	Tigard	5
13	Los Angeles	4
14	Sherwood	4
15	Tucson	3
16	Fremont	3
17	San Francisco	3
18	San Diego	3
19	West New York	2
20	Newberg	2
21	Milwaukee	2
22	Arroyo Grande	2
23	Las Vegas	2
24	Washington	2
25	Grants Pass	2
26	Phoenix	2
27	Vinemont	2
28	Santa Cruz	2
29	Tacoma	2
30	Iron Mountain	2
31	Grosse Pointe	2
32	Seattle	2
33	Troy	2
34	Pullman	2
35	The Dalles	2
36	Astoria	2
37	New York	2
38	Chandler	2
39	Brooklyn	1
40	Paia	1
41	Winston	1
42	Kirkland	1

Sorted State Summary

#	State	Number of signatures
1	Oregon	1665
2	California	29
3	Washington	27
4	Arizona	12
5	Michigan	11
6	Colorado	5
7	New York	5
8	Alaska	4
9	Nevada	3
10	Alabama	3
11	Texas	3
12	New Jersey	2
13	Wisconsin	2
14	District of Columbia	2
15	New Mexico	2
16	Massachusetts	2
17	Virginia	2
18	Kansas	2
19	Hawaii	1
20	Minnesota	1
21	Utah	1
22	Idaho	1
23	Ohio	1
24	Kentucky	1
25	Pennsylvania	1
26	Illinois	1
27	Wyoming	1
28	Vermont	1
29	Florida	1
30	Georgia	1
31	Iowa	1
32	Maine	1
33	New Hampshire	1
34	Indiana	1

Sorted Country Summary

#	Country	Number of signatures
1	United States	1797
2	Canada	2
3	United Kingdom	2
4	Macedonia, Republic of	1
5	Norway	1
6	Germany	1
7	Israel	1
8	Guam	1
9	Åland Islands	1
10	Australia	1
11	Netherlands	1

43	97233	3	43	Ashland	1
44	97231	3	44	Veneta	1
45	97227	3	45	salina	1
46	99163	2	46	Skopje	1
47	98685	2	47	White Salmon	1
48	98683	2	48	Henderson	1
49	97702	2	49	Woodland	1
50	97701	2	50	Youngtown	1
51	97501	2	51	West Covina	1
52	97236	2	52	Corbett	1
53	97208	2	53	Damascus	1
54	97132	2	54	Bergen	1
55	97103	2	55	Everett	1
56	97058	2	56	Andover	1
57	97003	2	57	Anchorage	1
58	95060	2	58	Salt Lake City	1
59	94536	2	59	Winhöring	1
60	93420	2	60	Jerusalem	1
61	85745	2	61	Warren	1
62	49801	2	62	Bellevue	1
63	48230	2	63	Wetumpka	1
64	48084	2	64	Hesperia	1
65	35179	2	65	Meridian	1
66	07093	2	66	Corvallis	1
67	99926	1	67	Enterprise	1
68	99799	1	68	Maricopa	1
69	99587	1	69	Bellingham	1
70	99508	1	70	Redmond	1
71	99203	1	71	Hagatna	1
72	98686	1	72	Otis	1
73	98684	1	73	Tempe	1
74	98674	1	74	Metlakatla	1
75	98672	1	75	Blodgett	1
76	98665	1	76	Hood River	1
77	98661	1	77	Durham	1
78	98620	1	78	Alexandria	1
79	98607	1	79	Huffman	1
80	98502	1	80	Tillamook	1
81	98416	1	81	Cincinnati	1
82	98402	1	82	Hope	1
83	98290	1	83	Lakeside	1
84	98245	1	84	Olympia	1
85	98225	1	85	Vineyard Haven	1
86	98208	1	86	Hacienda Heits	1
87	98177	1	87	Austin	1
88	98125	1	88	Santa Clara	1
89	98033	1	89	Torreon	1
90	98023	1	90	Gold Beach	1
91	98008	1	91	Woodland Park	1

92	97850	1	92	La Jolla	1
93	97828	1	93	MEDFORD	1
94	97756	1	94	Ft. Wayne	1
95	97707	1	95	Rogue River	1
96	97537	1	96	Marylhurst	1
97	97527	1	97	Oxford	1
98	97526	1	98	Black Canyon City	1
99	97520	1	99	Chicago	1
100	97496	1	100	Cheyenne	1
101	97487	1	101	Spokane	1
102	97470	1	102	santa Fe	1
103	97444	1	103	Oregon City	1
104	97440	1	104	Boulder	1
105	97408	1	105	milwaukie	1
106	97402	1	106	Louisville	1
107	97381	1	107	Goldendale	1
108	97368	1	108	Girdwood	1
109	97365	1	109	Fraser	1
110	97341	1	110	Albany	1
111	97330	1	111	Federal Way	1
112	97326	1	112	Bread Loaf	1
113	97321	1	113	Carmichael	1
114	97317	1	114	Silverton	1
115	97312	1	115	Bedford	1
116	97306	1	116	Clearwater	1
117	97305	1	117	Aloha	1
118	97303	1	118	Atlanta	1
119	97291	1	119	Roseburg	1
120	97290	1	120	Panora	1
121	97282	1	121	San Ramon	1
122	97270	1	122	Fairview	1
123	97220	1	123	Penpont	1
124	97207	1	124	Bremen	1
125	97204	1	125	Gladstone	1
126	97200	1	126	Great Falls	1
127	97149	1	127	Ridgway	1
128	97146	1	128	Eastsound	1
129	97113	1	129	Depoe Bay	1
130	97089	1	130	Neskowin	1
131	97080	1	131	La Grande	1
132	97078	1	132	Staten Island	1
133	97075	1	133	Sun City	1
134	97071	1	134	Lafayette	1
135	97063	1	135	Newport	1
136	97053	1	136	Fairbanks	1
137	97045	1	137	Warrenton	1
138	97036	1	138	Nashua	1
139	97031	1	139	Fresno	1
140	97027	1	140	Camas	1

141	97024	1	141	Snohomish	1
142	97019	1	142	San Antonio	1
143	96779	1	143	Chino Hills	1
144	96211	1	144	San Bruno	1
145	95608	1	145	Gresham	1
146	95052	1	146	Woodburn	1
147	94583	1	147	Delft	1
148	94538	1	148	Utica	1
149	94118	1	149	Kansas City	1
150	94117	1	150	Indianapolis	1
151	94112	1	151	Waterford Township	1
152	94066	1	152	Ann Arbor	1
153	93720	1	153	Cornelius	1
154	93552	1	154	East Jordan	1
155	92345	1	155	New City	1
156	92154	1	156	Tygh Valley	1
157	92113	1	157	Palmdale	1
158	92111	1			
159	92040	1			
160	92037	1			
161	91790	1			
162	91745	1			
163	91709	1			
164	91343	1			
165	90046	1			
166	90042	1			
167	90034	1			
168	89145	1			
169	89134	1			
170	89014	1			
171	87502	1			
172	87061	1			
173	85710	1			
174	85363	1			
175	85351	1			
176	85324	1			
177	85298	1			
178	85281	1			
179	85249	1			
180	85225	1			
181	85138	1			
182	85008	1			
183	84105	1			
184	83642	1			
185	82001	1			
186	81432	1			
187	80863	1			
188	80305	1			
189	80027	1			

190	80026	1
191	78729	1
192	78213	1
193	77336	1
194	67401	1
195	66103	1
196	60622	1
197	55304	1
198	53212	1
199	53202	1
200	50216	1
201	49727	1
202	48328	1
203	48316	1
204	48104	1
205	48026	1
206	46835	1
207	46260	1
208	45247	1
209	36093	1
210	33760	1
211	30338	1
212	22310	1
213	22066	1
214	20010	1
215	20003	1
216	19363	1
217	11230	1
218	10956	1
219	10314	1
220	10039	1
221	10025	1
222	08764	1
223	07141	1
224	05753	1
225	04551	1
226	03062	1
227	02568	1
228	02204	1
229	01730	1

MULTNOMAH VILLAGE PETITION

[HTTP://TINYURL.COM/MULTNOMAHVILLAGEPETITION](http://tinyurl.com/multnomahvillagepetition)

The petition asks the Portland City Council to:

Limit development in Multnomah Village to 2 or 3 stories, and mandate 1 parking space per rental unit

Begun June 7, 2015, the online petition had **1,809 signatures** and **696 comments** as of Nov. 17, 2015. A separate paper-only petition from early June gathered 420 signatures in just four days from four signature gatherers talking to people at First Friday and going door-to-door in the immediate neighborhood.

All of the online comments are reproduced on the following pages, but most echo the themes of inadequate parking, a proposed height that is out of scale with the existing neighborhood, and the need to preserve the character and small-town feel of Multnomah Village that makes it such a unique place in Portland. Here are some representative comments:

- *Once this type of development is allowed, we will forever lose the character of this charming village. Please protect Multnomah Village with thoughtful planning. Thank you. (#182)*
- *I regularly frequent many businesses here. If the character is sucked out of Multnomah Village, so will my consumer spending. (#400)*
- *I do not oppose all densification, but 4 stories is out of character with the village, and would contain too many living units with too few parking spaces. (#299)*
- *The character of Multnomah Village will be forever changed by this development and not in a good way. More parking needs to be attached to this building as it will create clogged side streets which will ruin the small town character of this neighborhood. (#262)*
- *I believe the small "community" atmosphere will be harmed if a 4 story, 72-unit apartment building goes in. Additionally, it is hard enough to find parking, and that will be worse as guests come to visit the apartment residents. Businesses will suffer because no one will be able to park and shop, eat, etc. (#241)*
- *I grew up in Multnomah Village in the 1970s and live here now as an adult. I have seen, and been a part of, many changes in these years, but no change has been of the scale and permanence of this proposal. Yes, I accept development "In My Backyard" or front doorstep as this may be, but development that respects the history and charm of our beloved Village and character of our people! 3 stories maximum - two would be better! (#432)*
- *I've lived here 35 years and see no reason why we can't have BOTH increased density and livability! The neighborhood is offering a sound and livable solution: no more than 3 stories and 1 parking space per living unit! (#633)*
- *Every beautiful city needs to have a village or two that retains the flavor of . . . a village. And this is it. (#666)*
- *I'm signing this petition because Multnomah Village is a treasure that has enhanced the quality of my life for the past thirty five years. (#673)*

It is important for neighbors, the developer, the Multnomah Business Association, and the Portland City Council to hear these messages from people that live, work, visit, or otherwise value Multnomah Village. There is a way to redevelop and improve the neighborhood that will enhance its character and livability rather than degrade it. We only get one chance to do this right. Please consider the ramifications of this proposed development on parking and the character and charm of the Village, and join us in trying to ensure that this and other development in the Village becomes an asset rather than a problem.

ALL PETITION COMMENTS, AS OF NOVEMBER 17, 2015 (EDITED ONLY FOR MISSPELLED WORDS)

1. *Development that changes the character of a neighborhood should be prohibited.*
2. *I am already devastated at the destruction of the urban forest which attracted us to the Village in addition to its folksy character. We have found out that the City provides no protection to old growth Doug Firs and has refused to consider the character of the neighborhoods in permitting attached housing on corner lots in R-5 and R-7 zoned areas, despite proximity to sensitive habitat like the Headwaters of Stephens Creek. Traffic and parking are destroying the walkability of our historic little town. We already have a huge low income development as well as smaller developments and apartments along major corridors like Beaverton Hillsdale Highway. This additional housing is not needed and will be destructive.*
3. *I am a resident of Multnomah Village and I support this position.*
4. *I'm deeply concerned with the deleterious effect this expansion and development will have on the quaint, historic and small town charming atmosphere Multnomah Village is known for! As my sister lives there it is already a challenge to find any kind of parking anywhere close by their house. I am furious that financial gain is deemed to have more importance than a historic charming neighborhood!*
5. *I am a resident of this neighborhood and have lived her for over 20 years. I do not want to see hard working families driven out of their homes and businesses due to gentrification.*
6. *This building would alter the character of the neighborhood significantly and the SW has suffered enough infill of taller buildings. It's time to respect the wishes of the people who live there and make up the neighborhood. Parking in the Village is already difficult. Developers of the new building should be required to provide parking rather than foist that on an already overfull neighborhood.*
7. *I'm signing because I lived very near Multnomah Village for four years and enjoyed spending time in the village frequently. It'd be a shame to see the character of the village altered negatively with this type of development; please reconsider this plan and adopt the recommendations in this petition. Thank you.*
8. *I like the old feeling of the Village.*
9. *I'm signing because I believe in retaining neighborhoods and have already felt the negative effects of a disproportionate parking space to units ratio that has turned my relatively quiet neighborhood in to a parking lot. This has resulted in several cars being hit on our narrow street, ours included.*
10. *This is my neighborhood that I LOVE. I want it to stay feeling like a small community.*
11. *I live and buy in this neighborhood - many people do not know this is happening and will be truly unhappy. It's a calm place to live and work. The proposal will undermine life here. Greed is an ugly motive.*
12. *I love Multnomah Village and I'm fed up with developers unconcerned about the effects of what they do on communities because they are more concerned about the almighty dollar.*
13. *I agree with the building height issue. Not only will it dwarf its surroundings, it will cast shadow on its neighbors where there was light before. I'm not anti-development, but let's be respectful of our neighbors.*

14. *My mother grew up in Multnomah Village.*
15. *I live in the neighborhood and don't want any more congestion. We need to learn from the density building on the east side where most apartments have no parking and it is so difficult to get around, park and avoid hitting bicycles. Multnomah Village is a quaint neighborhood and there is a country feel around here that people are drawn to. I am not opposed to development, but let it fit the neighborhood and ensure that it supports the added vehicles and congestion that will bring. Try working on Babur Blvd. It is in dire need of a facelift.*
16. *Development without due consideration of local neighborhood characteristics, transportation, history, culture, and special character is a misuse of public trust. Please support local neighborhood influence and character in the permitting process.*
17. *I do not want to see the charm and quaintness of my village deteriorate due to new development. I want new developments to match the energy of the buildings around. The village is why we moved here.*
18. *I love the small town feel of Multnomah and enjoy being able to safely walk through and visit the shops. Please help save the small town feel by limiting the development that goes on there. A 4 story building does not fit there and does not belong there.*
19. *The neighborhood cannot support this sort of traffic and parking influx, and it will negatively affect businesses by forcing would-be shoppers to go elsewhere. This is not a development which enhances the economy of the Village, but threatens to decimate it.*
20. *The city of Portland needs to be more responsive to the wishes of the neighborhoods.*
21. *I have lived in Multnomah Village almost my whole life. I have seen plenty of change and development in the village and I do support it as long as it doesn't take away from the current small-town atmosphere. A four story building with barely any parking is not the right way to go. I would rather see a market come into the village not a four story apartment complex.*
22. *You need to stop ruining small intimate neighborhoods just to squeeze more people in. We don't have enough parking anywhere in Portland now, you must demand that adequate parking is supplied on each apt/condo unit being built.*
23. *I'm signing because Multnomah Village is a special place because of its old-fashioned small-town feel. I believe a large development will not fit with the rest of the village and hurt the aspects that make it special.*
24. *Keep Multnomah livable. It is special for a reason. Let's not ruin it for the sake of someone's greed.*
25. *Multnomah is a special jewel that retains the true neighborhood values the City tries to espouse. The City acts contrarily when it may take actions to unravel the low key & unassuming 1950s characteristics that are the core of the mixed income area. To overlay a zoning concept designed for an urban area well served by transit and necessary services (e.g., grocery and pharmacy stores) would be a major mistake. Multnomah is not the Pearl.*
26. *I live here.*
27. *I'm signing because Multnomah village is quaint, family friendly, neighborhood with an early 20th century architecture that is very iconic. To put in a large apartment complex complete with not*

enough parking for all the residents (Please, NO!!!) would change the look, feel and livability of Multnomah. Please keep the apartment building out of the main street of Multnomah!!!

28. *I live near here.*
29. *I grew up in Multnomah, as did my father. I want to move back some day.*
30. *I grew up near Multnomah, it is a great small town, please keep it the way it is.*
31. *I lived in Multnomah Village for 10 years. I can't stand the thought of this proposed building...*
32. *Portland is made up of quaint, unique areas. Hawthorne, Belmont, Sellwood, and Multnomah Village are a few. We need to protect their character and identity. Don't let development make everything look like the development on NE Williams. Set size limits. Require parking. Protect old buildings and businesses that 'flavor' a neighborhood.*
33. *I agree emphatically with this petition.*
34. *I live in Multnomah village and this development is not in keeping with the flavor of the neighborhood.*
35. *I am signing because I love this neighborhood, I love the quaint feel of it, and I love raising my family here. My grandparents lived nearby and had a dental practice in the Village for several decades. While there have been changes over the years, I believe in keeping with the feel and lifestyle of the neighborhood. There are plenty of better ways to develop the area without compromising the quality of life. As a former renter turned homeowner, I can attest to the tremendous parking issues associated with renting. My family is a one-car household, and we still struggled to put our car to bed for the night.*
36. *The revenue the small businesses need require parking. If the rentals they are building don't supply that parking, then those spaces devoted to paying customers will undoubtedly be taken by residents without provided parking and their visitors. This will ruin the village businesses.*
37. *I've lived in the Multnomah Village / Garden Home area almost my whole life (over 40 years). Adding congestion like this will alter the village culture significantly. It's irresponsible to add crowded residences without parking availability - something that is so difficult to access anyway. Stop this project!*
38. *I use the eateries in Multnomah often and with such a change I would be unable to find parking thus would not use the cafes.*
39. *I live in MV, I work in MV and I love this community.*
40. *I want to limit development and controlled rent prices.*
41. *I'm signing because I love Multnomah Village for its historic, town beauty. The reason I live near the village is because I don't want to live where there's absolutely no parking or there's a 71-unit apartment complex.*
42. *I believe it is time for Portland to stop being run by developers. Neighborhoods matter, people matter. It can't be all about the almighty dollar.*
43. *I do not support replacing the existing storefronts at all because that will destroy what I come to Multnomah Village for. Why would I frequent a new, even trendy, street when I can shop in a real*

community with real history? I especially do not support anything over two stories because that causes tenants to be too removed from the street hampering the sense of community and even crime prevention. There are many ways to accomplish density without destroying our existing neighborhoods.

44. *I support the quality of the village.*
45. *I feel it is wrong to allow multi-family housing without providing sufficient parking. We have dealt with this problem in my neighborhood and it is frustrating.*
46. *This is a very well-reasoned petition -- please limit the height and mandate the parking spaces to save the character and economic vitality of this absolutely wonderful section of Portland. It's an important choice right now!*
47. *This village should stay a village.*
48. *Development is important, but the proposed plans will ruin the aesthetic of the village completely.*
49. *Multnomah Village is a jewel in the middle of a city. A true hamlet and should be preserved.*
50. *I was so struck by how Multnomah Village has managed to retain the feel of Portland as it was. I have urged many people to visit there when going through Portland. This City has made many wise choices about preserving neighborhoods. Please don't allow this development to go against the preservation of a very charming piece of Portland.*
51. *I feel both of these issues are critical to maintain the character of the "village."*
52. *A structure like the one being proposed will completely destroy the character of the village and overwhelm the parking and congestion which has already been damaged.*
53. *Multnomah Village is being taken over by big developers and chain stores and our neighborhoods are fed up and ready to fight back against these parasites.*
54. *I live near and work in the village. If parking becomes a problem, we will have less out of area shoppers; which the business I work for depends on. Also, I don't see anything wrong with requiring residential property to provide at least 50% of capacity parking. It actually makes good sense. To think otherwise is to see only through the eyes of developer's profit.*
55. *IT JUST WOULD NOT BE THE SAME.....*
56. *My family has lived in this neighborhood over 60 years. This is a community of family's with like minds. Big home builders are changing the outskirts of the village. Let try to keep some semblance of small town and close friends. I would hate to see it change on my watch.*
57. *It's the right move.*
58. *It's important.*
59. *I love the Multnomah neighborhood and visit there often. My optometrist Dr. Beatty's office is there. O'Connors restaurant and Marco's Cafe are frequent stops. It would be a shame to add that many units with inadequate parking space. Especially since parking is already limited in the area!*
60. *I want to preserve Multnomah Village.*

61. *My family has been in this neighborhood for almost a century. I wish to raise our children in the Village as it has been.*
62. *The Village is fine the way it is.*
63. *I believe small towns and original architecture should be preserved. It represents the history of our country and how we were developed as a nation. IT DESERVES OUR RESPECT!!!!*
64. *Development and improvements are nice, but this project is not consistent with this area. The historic Multnomah Village is a desirable place to live and is unique to Portland due to its appearance and aesthetic. The city owes it to its homeowners and citizens to impose control over this type of project. Also, greater than 1 car per unit is the norm. There needs to be parking. Not fair to business and visitors to force street parking for tenants.*
65. *I oppose these changes. The parking and neighborhood upheaval of the SE Division changes over the past year have shown the extreme short-sightedness of the City of Portland's choices. Please, maintain the quality of Multnomah Village.*
66. *Keep the village feel.*
67. *I am opposed to the planned development in village!! Why take away something that is good!!*
68. *I don't want more development. But if that can't be stopped it is unfair for the developer to impose his need on others! This developer like those who did same in SE Portland on Division are detracting from existing quiet enjoyment and one of many aesthetics that make this neighborhood appealing. Make him act responsibly if you believe in all of us taking responsibility for ourselves & our neighborhoods!*
69. *I strongly oppose a 4 story building being constructed in the Village, especially without adequate parking. With parking already at a premium this would create enormous problems for surrounding residents if not further outlying areas. The current village infrastructure could not adequately support this. And what about our currently overcrowded neighborhood school? Is there no consideration for the impact and burden a building of this size would have on the surrounding schools? This building is not feasible for so many reasons. You would be hard pressed to find a village resident who supports it.*
70. *I grew up in Multnomah village, my uncle owns a business there and my family still lives there. I want it to remain the quaint, charming and accessible little village that it is.*
71. *I love this little community! Please keep it as it is.*
72. *I grew up in this area. It would be a crime to allow this.*
73. *I am signing this petition because we need to preserve the beauty of these little hamlets within the "big" city. These villages are one of the things that makes Portland unique. I understand "growth" and "progress," but such undertakings should be done with consideration of the area affected. The size of the building is one thing, but not having enough parking spaces just makes no sense to me - their argument doesn't hold water. I may no longer live in Oregon, but I am coming home some day and am afraid I will no longer recognize it.*
74. *We are concerned about growth in our daughter's family's neighborhood.*
75. *I grew up in the area, I lived on 31st for years as an adult, the proposed plan would ruin the charm of this wonderful community.*

76. *I love the village the way it is. I understand the need for growth, but some areas need to have some limitations and respect for what already exists there.*
77. *Because I grew up in Multnomah Village, where some pre-teen girls owned the streets and the independently-owned shop-keepers all knew our names. This special community needs to remain approachable and that means being built to a human scale.*
78. *Was raised and lived there my entire life. Have only been in NE 5 Yrs I am an O' Connor's regular!!*
79. *I have family there in that neighborhood for over 27 years and it would truly be a shame if anything were to change its charm.*
80. *I am signing this because I care about my community.*
81. *It is the right thing to do!*
82. *This development is completely out of line with Multnomah Village's history and general character. Four stories!? And without adequate parking? Makes no sense at all!*
83. *Parking should be addressed at a minimum.*
84. *I think the height limitation and the parking requirements are critical to keep Multnomah Village "livable."*
85. *Grew up in Multnomah loving its uniqueness and community spirit. The town is a landmark Nurtured by the historic preservation it has survived with. This is what has attracted so many to the village. Let's not let a good thing falter with large scale, careless consideration.*
86. *I live in Beaumont-Wilshire neighborhood. I do not want to see what happened to my neighborhood happen to Multnomah Village. Last year we had a 4-story apt. bldg. built in in the midst of our one and two story village neighborhood. . Parking requirements were waived because the City wants to promote "affordable housing". 2-BRs in this monstrous building now rent for \$1995/month. So much for the affordable housing myth. Someone has made huge profits off this building but it's the neighbors who are saddled with the continued costs of declining livability.*
87. *Don't let Portland get screwed just so some developer can make a buck. It's a nice area....let it stay that way.*
88. *My relative live there and we love visiting.*
89. *My parents still reside in the house my Great-grandfather built in Multnomah. My Great Aunt was in the first graduating class at Multnomah grade school, I was in the last graduating class.*
90. *Stop ruining Portland please.*
91. *Believe in keeping village just the way it is.*
92. *As a former Multnomah Village resident, I would hate to see this special pocket of Portland threatened.*
93. *I love Portland's cozy neighborhoods.*

94. *My grandson lives here, where my brother once lived, and there is value in keeping a sense of place rather than homogenizing every square inch within Portland city limits.*
95. *I grew up in this neighborhood and have friends that have shops there...and I shop there as well.*
96. *I value historic main street and I want to preserve a "village in the heart of Portland."*
97. *My sister lives in the village and it needs to be preserved.*
98. *I support 'progress' in society, but I'm against allowing developers to define what progress is for Multnomah Village. I support public transportation, but I'm against city policy that purposely limits parking for new apartment units to 'encourage' its use. Most people who use public transport also have cars, particularly newcomers who would occupy these new apartments. Let's stand up to the mindless 'progress' of developers and take charge of the future of Multnomah Village ourselves.*
99. *We visit Multnomah Village often, eat there, shop there, my wife gets her hair done right next door to proposed development. Please, don't ruin the charm and the appeal. It's hard enough to find parking on weekends now. This would make it one more "not worth even trying to visit" areas. Renters DO own cars - despite what you are wishing for.*
100. *Because I grew up in that area and I visit often to escape the big city and enjoy the arts, music and charm of Multnomah Village!!!!*
101. *The village is my home. I have been here since I was 14 and it is one of the most welcoming, historic, friendly communities in Portland. It gets its charm because it's small. Don't turn us into another Division!*
102. *I grew up around this area and it holds quite a bit of sentimental value to me. I frequent the area now for shopping, restaurants and have customers in the area. Building apartment complexes in this area makes no sense except to fill one's pocketbooks.*
103. *I used to live there and I really enjoy coming back to this little village with good restaurants and small shops. I will visit in September.*
104. *I grew up here and I don't want it to change needlessly!!*
105. *This is really important to me I've lived in this neighborhood for the past 7 years. And I don't want you guys to ruin such a beautiful place.*
106. *I want the village to keep its village appeal, and no one should be allowed to build housing with insufficient parking!"*
107. *Assuming people moving into an apartment complex won't have cars is a ridiculous assumption. We need to build affordable HOMES for people to live in that beautify the village, not MORE bland, cheaply produced and outrageously overpriced, temporary housing that make real estate investment companies tons of money.*
108. *I've lived in 4 homes in this neighborhood for the last 45 years. It is a unique part of Portland history. Do not destroy our village.*
109. *I have lived and worked in the village for years and I don't want to see it become a carbon copy of every other neighborhood in Portland.*
110. *I support the historic quality of the current neighborhood.*

111. *I love living in the village because of the small, intimate setting. Please don't change that!*
112. *I dig that town.*
113. *Because I live in the village and we already have parking problems and this will make it worse.*
114. *Because it is the most awesome little village place in the whole States - as far as I travelled. When I was living abroad in Portland it always gave me that little homey feeling. I remember like every place there, Village Coffee, the book store, the beads place, the Toys store, Marco's breakfast place etc. Please leave everything as it is!!!*
115. *I grew up in Multnomah Village and it still one Portland's hidden treasures. Changing the character of the area will only take away what makes it so special and unique.*
116. *The Village has a spirit that needs to remain as it is. There should be no major changes on main street. Larger buildings should be built in off Main Street. Parking is already difficult. Developers should be required to supply park with building.*
117. *This is absolutely ridiculous. This will completely change the atmosphere of Multnomah village and will further destroy the small town feel with an unbelievable lack of parking. When will the City of Portland start putting the current residents needs and views ahead of big development firms.*
118. *I've lived here for 15 years. This sounds like a terrible idea.*
119. *We raised our kids in the Multnomah Village! They have memories of walking to the candy store and hanging out with their friends and Uncle Steve at O'Connor's Cafe for an after school snack! It's time for the 2nd generation to have the same opportunities as their Mom and Dad's.*
120. *If developers can't take the time to care about the neighborhoods they are marring to make a quick buck, the city should be limiting what can be built.*
121. *I love Multnomah village the way it is!*
122. *I live in Multnomah Village and want the preserve the charm an character of the community. This development does not fit in the Village.*
123. *I live here.*
124. *Keep the village a village!*
125. *I don't believe the development would benefit the community.*
126. *Because I love the village and the people who live and care for it.*
127. *I believe in keeping the spirit of Portland and Multnomah Village alive. We need accurate planning for different sectors of the city.*
128. *Live walking distance from the village would hate to see it change. Moved here because of Multnomah village small town vibe!*
129. *I believe in urban density, but do not want to ruin what charm and character already exists in Multnomah Village.*
130. *I want to keep the village a village.*

131. *I grew up going to Multnomah village every day, I would hate to see it overrun by huge apartments and too many people.*
132. *This should be for every neighborhood! Not just white westside.*
133. *This is happening way too often in PDX. I've witnessed it in Goose Hollow where building continues with no thought to parking creating a nightmare for current and new residents!*
134. *It's already hard enough to find a parking space as it is in the village and I want it to keep its character!*
135. *I live in the village, and I love how small town it feels. Rent is still reasonable and putting in brand new apartment buildings will drive up rent.*
136. *The village is awesome how it is and putting in New apartments that are incredibly expensive will drive up the prices for housing in our area. And no one wants to look at "modern" apartment complexes when we have a beautiful landscape as it is.*
137. *I grew up in this neighborhood and it's perfect just the way it is. Please don't change it!*
138. *I lived in the village for 3 years and still work in the village. I would hate to see it flooded with monstrous developments like this. Small town charm in a city is one of the great and unique things about the village. Let's keep it that way.*
139. *We are long-time residents of Multnomah Village. This development would continue the trend of tearing down older structures and building houses that dwarf original homes - changing the character of this area. Multnomah Village does not have the infrastructure to support this development. We strongly urge you to disapprove this project. There are nearby areas along Multnomah Blvd. that would better absorb the traffic and parking needs of this building.*
140. *I am a native Portland resident who is fed up with new construction encouraging higher rents and congestion! I am also disappointed by new development's lack of environmental acclimation and the way multifamily housing is being forced down our throats at the expense of our character and historical past.*
141. *I totally agree on how out of place this is. The building is too tall and limiting parking spaces only means more street parking, which is very limited anyway. This is not going to encourage more public transportation as Portland naively thinks.*
142. *Multnomah village is one of my favorite areas in Portland and to see it turn into another overcrowded neighborhood would be heartbreaking.*
143. *I lived in the Multnomah Village area for nearly 10 years with my family. I have wonderful memories of a quaint, safe and somewhat quirky neighborhood. I'd like it to maintain its "small town in a big city" feel to be enjoyed by generations to follow.*
144. *I live in Multnomah village and this would detract from the atmosphere.*
145. *This is a charming place, with character, history and much appeal. Too much is being made over in anti-aesthetic, boxes that could be anywhere USA.*
146. *The Village is a unique and special place. Parking is already challenging and compounding it will make our community less desirable. I don't oppose development it just needs to be the right plan that works with the neighborhood now and in the future.*

147. *We need to maintain the scale and historic feel of the Main Street.*
148. *I am signing this because I live in this neighborhood and want it to keep it a small quaint community. This was a bad housing idea for folks with no car!*
149. *I grew up down the street from Multnomah village. When I was a kid it was one of my favorite things to walk there and visit the stores.*
150. *I'm a single mom with two boys. This place is our support system and family. If new properties are built it'll make my rent that I can already not afford go up therefore we would be gentrified out of Multnomah. Please be aware of this I was just a victim of gentrification in North Portland.*
151. *Preserve the charming nature of the village.*
152. *I'm signing because I cherish the Village and livability.*
153. *To preserve community and charm.*
154. *There is way too much development happening in Portland. Soon, the people who make Portland, Portland, will no longer be able to afford to live here and Portland will lose its charm and the quirks that make the city wonderful. It's a shame to see all of this gentrification happening and the people appear to literally have no say in the matter. Goodbye sweet, weird and affordable Portland. Hello shitty, crowded and expensive Portland.*
155. *My family lives in this area and keeping Multnomah Village just that--a quaint village, should be a priority. The village atmosphere is what brings people to the town.*
156. *I am signing this petition because I fully support it. Keep Multnomah Village the way it is now.*
157. *I work at a new recording studio in Multnomah village. What makes it a "village" is its quaintness. There is no need for buildings taller than 3 stories*
158. *Small historical town doesn't need more traffic with high rise buildings. Horrible.*
159. *I want to preserve the village. I walk there to enjoy it multiple times a week.*
160. *Personal interest in property rights for residents in the area. Property value for single residence is connected to the Village atmosphere of the area.*
161. *I grew up in Garden Home and Multnomah is a wonderful place that I would like to see stay the way it is!*
162. *I've lived in the area 30+ years and the treasure of our area is Multnomah Village. Been eating, drinking and buying in the Village all this time. Proposed development would be an abomination to the area. Boo...hiss...no way...go AWAY!!!*
163. *Multnomah is a small special village... I'd like to see it stay that way!*
164. *There are many more options to increase density than to drop this monstrosity into the Village. Portland prides itself on its support for neighborhoods. This would completely destroy the sense of neighborhood. It would also exacerbate what is spread a tenuous transportation situation. Capital highway already creates traffic jams due to a speed limit of 20 mph through the main core that is necessary to protect pedestrian safety in the village. This would more than double the traffic trying*

to access the main village area during rush hours on a road that can barely handle existing traffic. This is such a bad idea from virtual every dimension I chat quote believe that Portland approved it.

165. *Don't kill the vibe of the village!*
166. *I am devoted to the charm and quaint community of Multnomah and believe we should regulate growth to keep it beautiful.*
167. *This is a huge change for a small community.*
168. *I believe in preserving the feel and integrity of the village.*
169. *I live 5 minutes from Multnomah Village and work in this village. Please preserve the historic integrity of this village. Have some consideration for its residents in regards to oversized construction and limiting parking.*
170. *I grew up in this neighborhood, and it would be sad to have its charm diminished for profit.*
171. *I grew up going to Multnomah village. It is a unique part of Portland that should be preserved. While continuing growth and change is inevitable, development should attempt do so in a way that preserves the Multnomah Village's uniqueness and compliments its historical aesthetic.*
172. *I don't want to see my childhood neighborhood turn into an overdeveloped buttcrack.*
173. *Resident for 25 years and believe the community doesn't deserve to be destroyed by the interest of developers for the sake of the almighty dollar when the quality of living is sacrificed especially when such a transient population increases congestion and crime in a neighborhood comprised of single family homes.*
174. *This wonderful area needs to be preserved!!!*
175. *Keep the integrity of Portland. We have enough big apartment buildings!*
176. *I live in this neighborhood and have for 13 years do not want to see our quaint neighborhood lose its charm.*
177. *I'm signing because I live in the village and want preserve the historic look of Multnomah Village. I'm also concerned about the already overcrowded parking at my son's preschool, Little Artists Preschool at MAC.*
178. *I cannot believe the city of Portland would ruin a lovely neighborhood with ugly apartments and crowds.*
179. *It's a staple of the area.*
180. *I love Multnomah village!*
181. *I work here and grew up here and I would hate to see such a beautiful neighborhood turned into something it is not.*
182. *Once this type of development is allowed, we will forever lose the character of this charming village. Please protect Multnomah Village with thoughtful planning. Thank you.*
183. *Multnomah village is a cherished part of my childhood, and I want it to be a part of my children's future. Apartment buildings can provide new development and housing opportunities in many other*

parts of SW Portland, but once the historic character of Multnomah Village is lost, it may never return.

184. *Please preserve our lovely neighborhood! I support sensible development that respects the character and physical environment of our community.*
185. *I am signing because I use to live in SW Portland. I worked on that street. To hear that a big apt. Building is going up there makes me so sad. I'll not want to see the new building because a want to remember the way it is always. I visit Portland many times a year.*
186. *Proposed building not in keeping with the character of the surroundings.*
187. *I've lived near the village all my life and would to hate to see it ruined by becoming industrialized.*
188. *The village's appeal is a direct result of maintaining its historic Main Street, Capitol Hwy from 30th to 40th Ave. This development would, in no uncertain terms, ruin Multnomah Village.*
189. *I have lived near the village for 15 years. This would seriously ruin the look of village. I'm lucky enough to live close enough to walk. Can't imagine what it would be like to park to just get a coffee.*
190. *As a Multnomah Village resident I don't think that the community would benefit from this complex. We are hip suburb, but a suburb still. Like, the description says you need access to consistent public transportation and grocery stores if you live in a large complex like this proposal. The advantages of living in the village are having less crowds, less noise pollution, and character in each building. All of these things would be lost with this development.*
191. *Quaint towns are disappearing.....save them before it's too late.*
192. *4 stories & .80 parking capacity is so South East. We don't want it here in 100+ year old community.*
193. *Portland is going to hell lately. Let's stop that from getting even worse.*
194. *It hasn't changed since I was growing up. It needs to keep its small town look!*
195. *I want to keep the beauty and simplicity of Multnomah Village. Don't give in to developers that care more about their bottom line than the residents!*
196. *I have loved Multnomah Village since I first came to Portland in 1967!*
197. *Multnomah Village is a very small area. It has limited space, very little parking, but has old school charm. For the reasons listed above, I am signing this petition.*
198. *I used to live in the little White House they are tearing down and owned a business at 7642 SW Capitol Hwy. This makes me upset and sad about the lack of historic flavor preservation that is being proposed.*
199. *I am signing this petition because I believe in holding on to the historic values of Multnomah Village and maintaining that vibrant community space and feel to the neighborhood. Please limit development in Multnomah Village!*
200. *A four story building on this site is out of character with the village and will add nothing to the quality of life in the village.*

201. *I want to keep the charm of our village. I also think parking is already an issue, and don't want to see further issues.*
202. *I want our village to retain its character and integrity.*
203. *I have lived in Multnomah village for 30 years and so appreciate the quaintness and small town feel. I have seen a lot of change that I would have rather not happened. A lot of sweet smaller houses on nice properties being torn down and very big houses built that truly do not fit. I wish that the people who live here had more influence than the city developers. Sadly, it always seems to be about the money. I would not mind the building if it were two or even three stories.*
204. *I lived right after Handy Andy's (2nd house after) where my mom still lives there (30+ years) and every time I come visit around there and now it's getting to be a little bit of a change, I love Multnomah village so much it does not need any change.*
205. *We go to Multnomah village frequently(dinner there tonight), and I love the small town feel!! Parking is already tough enough, I can't imagine worsening the situation.*
206. *Three stories - No! Unprovided parking - No! 71 units - No! This architectural behemoth would impose an atmosphere of claustrophobia in our small village. It would be like plopping an overbooked cruise ship smack into a street fair!*
207. *I live in Multnomah Village and want it to stay small and quirky!*
208. *My daughter lives there and does not want to see her street turned into a busy main strip. And we love the cozy, homey atmosphere when we visit.*
209. *I love the village and visit every August. I lived there from 1981 to 2001 before moving back east to tend to elderly parents. It is my dream to move back to Multnomah Village in the near future. The village character has remained fairly stable despite changes (e.g. transitioning from antique shops to gift shops and funky good restaurants). The arrival of some shops more suited for strip malls has been concerning, but, overall, the village feel has stayed. I see no way that a four story apartment building will benefit anyone other than the developer - certainly not the village, as it will not only stick out like a sore thumb but also drastically impact the traffic and congestion of the area. I hope that this issue will spur folks on to put together some development guidelines before it's too late.*
210. *Please keep the integrity of this thriving historical neighborhood.*
211. *The building doesn't match the style or culture of the neighborhood. There is already severe traffic and pedestrian congestion in that area.*
212. *Don't ruin our neighborhood so you can line your pockets.*
213. *There should be areas like Multnomah that are small scale neighborhoods. Once covered in tall apartments, it will never be as interesting, and the scale to the neighborhood will be wrong.*
214. *Multnomah village deserves a better plan than what is being proposed.*
215. *Please do not allow a building in my neighborhood of Multnomah Village to exceed 2 stories high. It just does not blend well in this 100+ year-old historic neighborhood.*
216. *I live 3 blocks from Multnomah Village. We want to preserve the cozy and intimate feeling of the neighborhood. 2-story buildings with businesses on the ground floor promote strolling up and down the street. A new 71-unit apartment building would require a lot more parking than the Village*

currently can support. This one building would choke the already busy streets with more cars while providing no new storefronts to build up the lively small-town feel of the Village. I oppose this development because it is so strongly out of character with the rest of the street that it would become an eyesore.

217. *I used to live in the MV area and love the small town historical feel of the village.*
218. *I've grown up in that area. I would hate to see it change its classic loveable look.*
219. *Stop the degradation of history, community and land for profit! Greed is running our country!*
220. *I live in the surrounding community and development needs to be consistent with historical infrastructure. The proposed housing development is out of scale and out of touch with the current developed area.*
221. *It is important to provide enough parking for residents and not have developers ruin this unique and wonderful neighborhood.*
222. *It is imperative that there be enough parking spaces for each rental unit. Where else can the apartment dwellers park but in the village, which would have an adverse effect on the businesses there.*
223. *This is where I grew up. Many of my friends still live here, though I've only been back to visit for the last 16 years. Please preserve the little bits of 'history' Portland has.*
224. *I live in Multnomah Village. The parking is already extremely bad. The side streets have cars parked on both sides so that two cars coming from opposite directions cannot pass each other. Adding this extra pressure on parking is unconscionable. The City of Portland should not allow it. Also, adding a huge 4-story building will ruin the character of the Village.*
225. *I grew up here and don't want urban development to ruin this beautiful village.*
226. *I think we should be conscious of what we love about our area -- it's small-town feel. I think it's great that we are making it possible for more people to live in the Village! I just don't think they need to be in huge buildings right in the middle of The 'Ville. AND I think any new residents will be grateful for a parking space, so I support the 1 parking space per rental unit mandate.*
227. *I've lived in the area for 33 years. Multnomah Village is a jewel and I would hate to see it tarnished with oversized complexes. Nor would I like to see the area become over crowded.*
228. *Large developments will destroy the character of Multnomah Village, and parking is already difficult.*
229. *It is ridiculous to not provide parking for housing units. I see this happening all over town and in the N. Portland neighborhood I live in. Developers are shameful for this and I don't care what their argument is. People own cars and if you are building place to live than create parking. I am not against improvements just be reasonable about it. It is just more greed.*
230. *I want to keep the current feel of Multnomah Village and to make sure any new residents have a place to park at least one car. Parking here is already difficult. Let's not make it worse.*
231. *Traffic/parking problems. Out of character with the neighborhood.*

232. *I agree with Portland's infill policy that will not work if it is always in someone else's backyard. However, this infill should be compatible with a neighborhood's existing character and not impose an unreasonable burden like inadequate parking for the new residents. Thus, I support the petition's limit of 2-3 stories and requirement of one parking place per unit. I do not agree those who only support development as long as it isn't in their neighborhood.*
233. *I am a neighbor and although I believe in infill, I believe that development if it is concentrated should have the parking and infrastructure to support the units. Build a light rail to downtown so people don't need cars.*
234. *I live in the village and value the live ability and community feel and don't want to see this disrupted by bottom line profit per square foot building.*
235. *We need to maintain the character of Multnomah Village.*
236. *I live in the Village! We DO NOT need a giant retail space taking up what little space there already is in the village. We need to maintain the essence of the "village"! PLEASE! Let corporate go elsewhere. We don't need it in the VILLAGE. We don't want it in the VILLAGE!"*
237. *For all the reasons outlined on the attached document. I have attended the meetings on the review of the plans, as presented, find them unacceptable for the site chosen: the 4 story height, the number of small "transit" type units and most importantly the impact on the parking situation in The Village! Most residents can barely find parking now in front of their homes, and to add to the congestion, even if every renter only has 1 car per unit, what about the unit that has two or three tenants... and their guests... where do you think they will park? Not a practical solution for this property. This design is more conducive to downtown neighborhoods, where if the need arises, tenants and guests can park on paved streets within walking distance. FEW of the village side streets are paved, improved and barely two lanes. Changes to the size of the building and number of rental units, would make a big difference. Why not more 1-2 bedroom units, and fewer studios?*
238. *I love it there. Leave it or stay in tune with the area.*
239. *I disapprove of the scale of the proposed building.*
240. *I live in the neighborhood and want to preserve its character and parking availability.*
241. *I believe the small "community" atmosphere will be harmed if a 4 story, 72-unit apartment building goes in. Additionally, it is hard enough to find parking, and that will be worse as guests come to visit the apartment residents. Businesses will suffer because no one will be able to park and shop, eat, etc.*
242. *Portland needs small town areas preserved!*
243. *The proposed construction will fundamentally change the character of Multnomah Village, which makes it the attraction that it is.*
244. *Once you let the beautiful and historical aspects of our community go we can never get them back. We should preserve and delight in our uniqueness. It is what differentiates The Village from everything around us. Don't spoil it.*
245. *I have lived 4 blocks from the proposed development in Capitol Hwy for 25 years. Each year the traffic and parking problems in Multnomah Village get worse. Adding this huge complex across from Starbucks will accelerate the decline of livability of our community. My respect for the city's*

opinion of how growth should proceed has been destroyed by seeing what has happened to the South Waterfront area. The developers grossly overdeveloped that neighborhood, no doubt to make increased profits, and with the city's blessing, but have resulted in serious congestion on two lane streets that cannot be expanded, yet more buildings are now under construction there needing to use the same streets with the city's blessing. That's crazy!

246. *I love the character of Multnomah Village and agree with the contents of this petition. Many people in this area, including me, don't ride bikes because of the hills, so parking will be a huge issue and the petitioners are correct about the limitations here of off-peak and weekend Tri-met service. Four stories is too high and will overshadow the area. I'm sure the developers can come up with an option that is smaller and more reasonable and that takes into consideration the neighborhood they are moving into/taking over and the people who already live here.*
247. *I'm signing because this development is not appropriate for the area.*
248. *Parking is at a premium already and let's keep The character of this cute neighborhood intact. There are enough suburbs where 4 story and higher buildings can be built.*
249. *We need to limit development of Portland and its suburbs. We are not a big city and should not be, especially since our infrastructure is not even close to holding that much traffic. More people will only bring danger to an area like Multnomah Village and ruin the community. The roads are already dangerously small as they are and cyclists and pedestrians have a hard time getting around. Let's keep it small and safe for everyone.*
250. *I lived in Multnomah Village for 13 years. Our 1920s house was demolished as a result of re-zoning to multiple dwellings. They're doing it again. Soon it'll be What Village?*
251. *I'm a Portland native and believe in preserving Portland culture.*
252. *Neighborhoods for Portlanders is becoming a rare commodity. This is horrifying. There's plenty of space elsewhere in the already gentrified areas of SE Portland to build without destroying this community.*
253. *Everyone loves Multnomah Village - we don't have to live there to enjoy it. It is an oasis with character. Portland, as the City that Works, should defend the Village.*
254. *I used to live in this area and it'd be a shame if it changed even a little!*
255. *This is my neighborhood and I hate what has happened to SE Portland!*
256. *Portland has long been the city of smart growth, however there is no forethought or planning behind the current development activity.*
257. *I do not like overdeveloped areas. And the place is perfect the way it is.*
258. *I would like Multnomah Village to retain the small-town character that makes it such a wonderful, special place to hang out in.*
259. *Create a project that fits the neighborhood and provide sufficient parking for number of units being built. Public transit is only available for residents at certain times so people will be driving and need secure parking.*
260. *I use to live in the area, and love the small village feel.*

261. *4 stories too high for this area. Parking here is already a problem. One space per unit should be mandatory. Why not construct it with underground parking?*
262. *The character of Multnomah Village will be forever changed by this development and not in a good way. More parking needs to be attached to this building as it will create clogged side streets which will ruin the small town character of this neighborhood.*
263. *New development doesn't belong in old historical sites and destroy the old home community connections.*
264. *My son and daughter in law and grandson live in the area.*
265. *I'm signing because the character of Multnomah Village is unique, historic and would be severely compromised by the type of development proposed. Access to the charm and character of Multnomah Village is among the most important features of where I live and changing its character would eliminate that benefit for me and so many of my neighbors in the Hayhurst, Maplewood, Hillsdale and Multnomah Village neighborhoods.*
266. *I want to keep the village feeling while also supporting positive change in our community. We need to compromise.*
267. *The proposed structure is too large to be served by the infrastructure in place in Multnomah village. The city and its services are insufficient in SW Portland to support the housing density proposed.*
268. *Keep the charm of Multnomah Village.*
269. *I'm signing because this is a bad idea that will increase problems with parking of residents and visitors.*
270. *Allowing development without adequate on-site parking is basically shedding the responsibility and burden onto the neighboring streets. The largest impact will be on the community center (Multnomah Arts Center) which does have enough parking for its own activities. The developers of a high density property such as proposed do not have long term interests of the area as primary concerns. As soon as the property is populated and value increased, the developers are gone. Just because the property is anticipated to be low income, older clientele with ""less than 1 parking space per unit"" needs, this is not how the situations work out. Suggest impact study in other areas (northwest and northeast areas of Portland) prior to allowing this development. Also, this area is not built for increased traffic. Recently the 20 mph speed limit was put in place. Capitol Hill Highway is not currently structured nor configured for additional traffic. Suggest impact study as to how public transportation service will be added to the area.*
271. *Parking!!*
272. *I love Multnomah. Its unique character will be destroyed by large scale buildings and it cannot meet the needs of residents and visitors unless new housing brings with it at least one parking space for each new dwelling.*
273. *The lack of parking will destroy the character of this neighborhood.*
274. *Best childhood memories made in the village.*
275. *Multnomah Village is my community and I prefer to prioritize the livability that we have over private development.*

276. *This ridiculous lack of parking would make accessing the village very difficult and I'm afraid would ultimately lead to the loss of business in the village. Maybe that's the goal, since such a loss would facilitate more land available for dwellings. However with no or few business in the village, it won't the village and livability will be sharply impacted. Please consider sustainability and livability over the developer's bottom line. Please.*
277. *I agree - large urban buildings don't belong in the middle of a quaint village. Especially with insufficient parking! And we're the parking sufficient, the building would have even a larger footprint in the neighborhood.*
278. *I am pro-growth but it has to be harmonious with the established neighborhood.*
279. *I've enjoying the community feeling and quaintness of Multnomah Village for years as I used to live in Portland. It's quaint charm is its appeal. This ugly new building would ruin the villages uniqueness and charm and turn it into just another uninteresting neighborhood.*
280. *I'm signing because I grew up in that neighborhood and always appreciated the small town feel. Adding a towering apt building will ruin that charm.*
281. *It's OK to keep somethings as they are, perfect in their current state.*
282. *I have lived in the area around Multnomah Village for 11 years. With a lack of convenient mass transit (max, street car) options, and no bike friendly way to get downtown (15 and Barbur Blvd are the options, NOT bike safe), residents to the proposed property will have cars. The current infrastructure and neighborhood streets WILL NOT support parking or traffic that this building will bring. While I welcome new restaurants and businesses to the area, this proposal is not welcome. New residential buildings would need to be smaller to match the character of the neighborhood, and provide one parking space for each unit MINIMUM.*
283. *I'm signing because I believe development in Multnomah Village should be limited to 2 or 3 stories & must include at least 1 parking space per rental unit. I moved to this neighborhood 27 years ago because I love the small town feel. Please preserve this very special quality!*
284. *I like to go to Multnomah Village every time I am in Portland visiting my daughter and her family. All of the quaint shops and small town atmosphere is what is so appealing and that should be preserved above all other development!!!*
285. *Ok, so I live in Canada, but hey - tourism is important, right? ;) I visit my friend who lives in the village once or twice a year and love the neighbourhood. Would hate to see its character altered!*
286. *I'm signing because the City could be more responsive to the will of the community. There are redevelopment opportunities on Barbur Blvd that have better access to mass transit. I believe there's a strong group of activists who can reign in the developers' dreams.*
287. *Dense development will destroy the character of a charming neighborhood and create traffic flow problems that would make Seattle's Ballard district or San Francisco's Castro look downright sensible. Please learn from the errors of other cities and preserve the status quo of this little treasure.*
288. *Don't let this happen!!*
289. *I live in the area and would hate the charm of Multnomah village to change so dramatically.*

290. *I am already appalled by the "improvements" that have been made to the Village: curb bump out with a bus stop which make buses obstruct all traffic and eliminated the right turn lane. Less parking with the new scheme is an frequent irritant. Now the City/Metro densifiers want to put in tell apartments with insufficient parking - outrageous! They care not about livability, preserving prior character, economic health of the existing businesses (which depends on parking!!!), and vehicular transportation. Same old story.....*
291. *It's wrong to not supply enough parking -- at least 71 designated spots. Living on the West side is different & cars are still needed.*
292. *4 stories is too tall for the village...*
293. *I grew up in Multnomah and would hate to see the change and the community loosing it's charm.*
294. *Not all change is good for the people that have chosen and supported the area based on values that it represents. To allow one person to come in and change a major reason why we live and pay taxes in the area is not thought out nor fair to the tax payers.*
295. *The development is unsustainable. Insufficient parking, insufficient infrastructure.*
296. *I'm signing because Multnomah Village is unique and one of the few remaining places in the Portland area to retain its originality. Please don't take that away.*
297. *Keep Multnomah Village quaint and charming.*
298. *Want to maintain livability and parking concern.*
299. *I do not oppose all densification but 4 stories is out of character with the village, and would contain too many living units with too few parking spaces.*
300. *This is my home.*
301. *I love going to the village when I am in Portland.*
302. *We don't have much left for history, let's not make it worse.*
303. *I love our village the way it is and want to see healthy and sustainable growth for the neighborhood. Parking is already increasingly difficult. People who live here will always have cars and the residences built should accommodate that.*
304. *Keep the Village walkable and vibrant. We love this part of Portland. Intense population density will be a disaster for family livability.*
305. *I'm mostly concerned with safety. There will be more cars in a neighborhood where families walk in the street. One child struck by a car is too many. The street engineers will have to play catch-up. A 70 unit apartment belongs closer to an arterial street. Capitol Highway through Multnomah Village can hardly contain the traffic it currently bears. Better to locate this on Multnomah or Barbur nearby.*
306. *1) Our merchants, neighborhood association and historical association have for a long time worked to maintain the look and feel of village as a unique place to visit, shop, dine, and meet friends and neighbors. This project violates our interests in two important ways: 1) It is not consistent with the 2 level height characteristics of the village -- like a sore thumb -- and will be substantial in size. 2) The Village cannot accommodate all the diners, shoppers, residents with the*

current parking --which was reduced by the City's parking realignment for drainage improvements--Cars are now parked in our neighborhood streets. The new development will not provide spaces to accommodate the increased shoppers and residents. Our neighborhoods will be overwhelmed with cars. On this point -- City Planners need to wake up -- people are not giving up their use of cars until years ahead when public transportation is much more convenient.

307. *Because of its Littletown feel, Multnomah Village fills a niche in the American landscape. Many of us cherish exactly the informality and distinctly old-fashioned feel of a community that brings residents and visitors together in social, cultural and small-scale commercial experiences. There's a reason so many of us savor the "corn" of a Norman Rockwell painting -- it represents real neighbors living neighborly lives. Please don't make MV just another heartless abstraction of a place where the car and the generic multistory become its soul-less icons. Across the country we are drowning in those landscapes already.*
308. *Developments as this are out of scale with the surrounding area and destroy the neighborhood's sense of place and heritage.*
309. *Parking is already limited in the Village and a 4 story complex would not with the rest of the architecture in the area.*
310. *I'm signing this because I'm a neighbor & I want to be able to find parking in Multnomah when I visit the stores/restaurants in the area.*
311. *I'm signing because of the parking issue that is being allowing with this proposal. Reality is that renters in this area do have and use cars. It is not a walking to services area. Parking can be strained as it is now. Don't let Multnomah Village become another parking/traffic nightmare like other parts of town have become!*
312. *I don't disagree with high density housing, however, not in an area that is this quaint and historic. There are many other pieces of property available in the area to construct larger projects. Traffic flow is a concern and there needs to be parking included to accommodate any new developments.*
313. *I'm signing because I live in the Village and don't want it to get over run by development.*
314. *It's the right thing to do.*
315. *This gargantuan structure is completely out of size and style for the Multnomah Village location.*
316. *In my judgement the proposed development does not fit the character of the neighborhood and would have a significant adverse effect on the surrounding neighborhood. Limiting the height and requiring one parking place per unit would significantly reduce the adverse impact.*
317. *I oppose allowing new development out of scale within Multnomah Village, especially when ignoring the impact of parking in the area.*
318. *I live in Multnomah Village and the proposed building would affect me in a negative manner.*
319. *I grew up in the Village and my Mom still lives there. I would like to keep the strong community vibe.*
320. *Although I live in Hillsboro, I have spent many hours in Multnomah over the past 40 years and continue to frequent the restaurants, shops, and salons. It is a treasure not to be wrecked. Please help the residents maintain the character of their lovely village.*

321. *I love Multnomah Village. Don't ruin it with an oversized building especially a 4 story one!! IT DOES NOT FIT.*
322. *I'm tired of the senseless greed.*
323. *I am signing because I visit Multnomah Village multiple times a year. Adding a giant apartment building at this location is just insanity. It seems almost like a deliberate attempt to destroy the historic character of the neighborhood just at a time when cities are finally starting to recognize and cherish the value of these refreshing pockets in the middle of big cities.*
324. *Multnomah is the jewel of the West Side neighborhoods. Please protect its character and unique identity by making sure that new development adds to those qualities, not detracts from them. This development does not fit here.*
325. *I live in Multnomah Village and while I welcome revitalization of our neighborhood with new development, it has to fit. The proposed building sounds like a starkly greedy attempt to push the maximum amount of building without a thought to how it will integrate with or impact the neighborhood.*
326. *I'm a concerned citizen who believes this is wrong for our community, for our city, for our children. It's not in character not isn't to scale. Shame on you PDC and BDS. You are letting your citizens down.*
327. *I live in Multnomah village. Don't add this crap for more money. I want the village to stay cute. Not tacky for profit. Please join me in signing this petition to keep the village a VILLAGE.*
328. *Build the big stuff in my neighborhood instead (N. Williams).*
329. *I go to the Village every day. It is inconceivable that there is insufficient parking for a proposed multistory project. The area cannot support residential street parking in addition to commercial parking.*
330. *Keep the Village a village.*
331. *I moved to Portland for the small-town feel of this big city. Don't go changing! We love Multnomah VILLAGE as a VILLAGE.*
332. *Leave this neighborhood alone. Build your shitty cookie cutter apartments or condos in the Pearl.*
333. *HOW Portland and surrounding communities like Multnomah grow should be done to scale of existing architecture, particularly in established styles.*
334. *Parking needs to be considered, not only for residents, but also for visitors. Currently, business parking takes up much of my friend's street, and often I end up parking blocks away when I come to visit or dinner.*
335. *I adore being able to escape the "big city" atmosphere into Multnomah Village. I visit often to share time with my dearest friend who lives there. I cannot imagine why anyone would want to despoil the charm of this community! Greed is the only logical answer to that. Very sad indeed.*
336. *Parking needs to be considered, not only for residents, but also for visitors. Currently, business parking takes up much of my friend's street, and often I end up parking blocks away when I come to visit or dinner.*

337. *I don't want the Village to start looking like SE Division.*
338. *My grandmother at one time lived in the old Wildwood Apartments just opposite John's market. Multnomah Village is a historical time capsule that needs to be preserved.*
339. *I live 2 miles from Multnomah Village and would HATE to see it turned into one of the streets closer in to the city. Please, please keep Multnomah Village quaint and not dense...limit new structures to 2 or 3 stories MAX, and make sure there is 1 parking space per new living unit.*
340. *Parking is already difficult in Multnomah Village. Parking must be adequate. The size of the proposed building is overwhelming in comparison to other structures on Capitol Highway.*
341. *I agree with the 3 story limit.*
342. *I have the point of view that all development is not always necessary. I believe that as a society we need to keep and preserve important evidences of our heritage. I think quality of life is directly affected by density of development, stresses from traffic problems and sprawl.*
343. *I visit Multnomah Village when I'm in Portland and I treasure it just the way it is.*
344. *I want to help preserve the character of my Multnomah Village neighborhood.*
345. *The variance which the developer wants would additionally change the character of Multnomah Village; parking spaces in the neighborhood are already as rare as hens' teeth, a circumstance that would affect businesses and the Arts Center negatively.*
346. *I live in this neighborhood and care about keeping this village unique. This large apartment building would also really affect my parking.*
347. *It's inappropriate and too large. It also diminishes the culture of the village and takes away the feeling of community.*
348. *The best part of the village is the small, community feeling that it exudes. The addition of these units would diminish this quality and make it less lovely.*
349. *I'm for progress, but that building is going to look like a big eye-sore and ruin the aesthetics of the village, especially when it's on Capitol. Not Cool.*
350. *It is important to keep Multnomah Village as a small town business community where people can shop in comfort without being bombarded with added residents who will want a quiet place to call home. Is the city ready and able to deal with such close infill?*
351. *I am opposed to the development of 3 or 4 storied apartments. This would ruin the character of the village. There must be at least 1 parking space per unit. It is hard enough to find a parking space now!*
352. *Multnomah Village is a delightful gem that should be preserved well into the future.*
353. *I believe in the 'village' distinction we have and would hope that the 2 storied building height can be maintained. The impact of parking spaces fewer than 1 per unit will be a disaster to shopping within the village. Please don't corrupt the area!*
354. *This proposed complex will not fit into the Multnomah Village area. It will cause a serious change in traffic, causing congestion and taking up already limited parking. With Renaissance Homes*

already grabbing up properties do we really need this too? Please do not make our village an over populated overpriced neighborhood. Do not destroy the integrity of our village.

355. *We shop in Multnomah Village every week because it has charming indy shops. Parking is tight now. Please keep the character of this historic neighborhood in SW Portland.*
356. *We would like to see the character and historic value of the Multnomah Village preserved.*
357. *The size of apt building is too large & out of character for this historic neighborhood. There is NO WAY the neighborhood can accommodate additional 71+ cars for residents and their guests.*
358. *Adequate parking is necessary for multi-family housing development.*
359. *I have lived in Multnomah Village for over a decade. Having spent most of my childhood living in small towns the Village has always felt like home. I have also not had a car for a large portion of my time living here and can tell you first hand that it is not easy. To not provide enough parking will put a strain on both the residents in this wonderful area but it will also hurt the vibrant local businesses in our little village. Parking is already at a premium and like it is stated in the description of this petition most of the side streets are unimproved making parking even more difficult which puts us in stark contrast to much of the city. The last bus into the Village leaves downtown around 9:30pm and at peak times the bus is often full of Wilson High, PSU, or OHSU students.*
360. *The parking issue is a huge concern. This city does not contain just bike and mass transit riders. Parking in Multnomah Village is precious. Recent "improvements" have removed parking places. This must affect the small businesses in the area!*
361. *I want to preserve the style and size of our quaint, local village.*
362. *The proposed structure is too large for space & parking is a concern.*
363. *Keep the Village a village. Not all areas are suitable for multi-story development.*
364. *The good of the commons requires reasonable regulation of developers' ambitions. In my opinion the proposed limits are reasonable regulations for the good of the Multnomah Village commons.*
365. *I live near, and work in, the village. I strongly feel the neighborhood would be adversely affected by allowing 4 story buildings, especially when not enough parking will be provided for the residents of such buildings.*
366. *It's already difficult to find parking in the village. There are plenty of places in and around Portland for the kind of building proposed. There are not many Multnomah Village style villages left. I feel it's extremely important to keep with the integrity of the small quaint village feel.*
367. *I feel strongly new architecture should be design-consistent with the 1910s origin of the Village.*
368. *I own a business and live in the village. Keep Multnomah Village sweet, classy, and as beautiful as it is.*
369. *I want the village to stay a village!*
370. *This proposed structure definitely does not fit here in the villages. Not only is the scale way out of proportion to existing structures but the parking space allocation is untenable. Multnomah Village is one of the few places in Oregon that has true community and I do not want to lose it.*

371. *I live in Multnomah Village and am also a student in urban studies and planning. As the author said well, infill and density as an approach to limiting sprawl is a great method, however, a four story building is too much for Multnomah. There is nothing here higher than three, and it would be out of character for the neighborhood. It is further accurate that people will still rely on cars, and that more and better side street infrastructure will be necessary before pushing any cars onto the street. Although this area is bike and walk friendly, people will still have cars. I have a car, and barely use it, but it still takes the space. The size of this development is based upon intentions that simply aren't accurate and with goals that do not work in this neighborhood. Therefore, I support limiting development to no more than three stories.*
372. *It's important to the people who live in the village to maintain what it is we loved about it in the first place.*
373. *Multnomah Village is a unique community with local small businesses and a friendly atmosphere and should be preserved as such. Also, Capital Hwy. is already a heavily travelled street and such a large development would compound the problem. Growth is only acceptable when it is in harmony with the surroundings.*
374. *New development planning that is not within the character of this neighborhood.*
375. *I want to keep the charm of the "Village."*
376. *Because unlike the developers, I live here and care what my neighborhood looks like.*
377. *I want to keep the character of low heights in neighborhood. Tiny houses YES -big houses NO.*
378. *I live two blocks away from the proposed development and was, at first, mildly supportive of the project and reluctant to sign. Since researching and now more fully understanding the out of scale size and the flawed premises upon which it's based, I must conclude that this proposal is fundamentally wrong for this neighborhood and would negatively change the character of Multnomah Village.*
379. *No to oversized developments. Commercial village customers are already crowding our residential streets with too many cars. Developer has not addressed the impact of too many cars parking in the neighborhood.*
380. *I live in Multnomah Village and would like to keep the village as much as it is currently.*
381. *Many of the side streets including 33rd do not have curbing to facilitate on street parking.*
382. *I'm signing because I love the feel of the village.*
383. *When the Comp Plan was being updated with the 16 southwest neighborhoods, City planners described Multnomah Village as a "gem," "a city-wide destination," "a tourist attraction," and a "historic treasure." The Plan conferred a design overlay zone on the Village to assure future development would be compatible with the character and scale of the Village. In the ensuing years, development has respected the Village's character—places like the Switch Shoes/Clothes building, Umpqua Bank, Rivergate Church. The proposed development is in no way compatible, but a game-changer—an outsized building that will overwhelm the entire area and that will likely signal further clearance and redevelopment in an architectural "language" like the huge upscale buildings in places like N Mississippi (as a result of the Albina Community Plan) SE Division (the Outer Southeast Plan) and so forth. The SW Community Plan sought to temper development in Multnomah Village so that this "gem" would not be demolished like so much of Portland these*

days. There's no reason that new development can't help to conserve and sustain what we love and treasure about the Village and still be modern—no reason except excessive greed. This does not keep faith with Portland's heritage of livability, but threatens to wipe it out.

384. *I want to keep Multnomah Village small, quaint, vibrant.*
385. *Former long-time owner of property in village area.*
386. *I live in Multnomah Village and do not want this building to dominate the landscape and cause congestion. I believe a three story limit is fitting.*
387. *Please don't ruin the Village! There are already a couple of ugly stores that don't belong there. It's one of the only places with character left! You can put apartments anywhere.*
388. *This is my community, I like it just fine the way it is. I am not adverse to change, but insufficient regulation on development is ruining Portland.*
389. *Stop the madness and overcrowding in a wonderful neighborhood.*
390. *I believe 3 stories is plenty high in this neighborhood center. I know PDX wants us all to bike, but in SW Portland it is dangerous. Bus service is not great and I believe one parking space for each rental unit is appropriate. It's already difficult to park in Multnomah.*
391. *I have lived in this charming neighborhood for 15 years - we chose the area for the quiet, undeveloped, small town feel. Portland's population boom and lack of development oversight is literally destroying the elements that made these iconic Portland neighborhoods so very Portland.*
392. *I don't want to see the style of Multnomah change. Keep any new building to 3 stories max and have one space per apartment.*
393. *Don't overdevelop this nice area please!*
394. *Neighborhood personality should be more important than developer greed. And, people are going to own cars, no matter if they use Tri-met.*
395. *This project is inappropriately tall, will dwarf our village's other buildings, will start to destroy the very character that we love and that draws visitors.*
396. *I truly feel that a building of this proposed size and mass is a poor fit for this location. In addition, the proposal to have 21 - 43 parking spaces for 71 units is a bad fit for the surrounding neighborhood. The 1.4 cars per unit for renters in this county means that overflow parking will spill and fill all surrounding side streets. The city permitted a large apartment building to be constructed on Division St., S.E. with the same parking formula as that of this project in Multnomah Village. The side streets surrounding this new Division St. building are totally plugged with parked cars. The developer professes to have a particular concern for our village. If this is the case, why does he not build in a different location? When asked to consider building three floors, the developer says he "sees" it as four floors. I advance the thought that what he is seeing here is dollar signs.*
397. *I want Multnomah Village to retain its charm and character.*
398. *Too big a building which would change character of area.*
399. *I agree that we need to preserve the charm of Multnomah Village and cramming a bunch of people with no place to park is going to cause problems for existing residents and our local businesses.*

400. *I regularly frequent many businesses here. If the character is sucked out of Multnomah Village, so will my consumer spending.*
401. *Just because you may, doesn't mean you should. City code does not reflect intelligent consideration of the neighborhood's value. Also we have insufficient emergency support here. It's a 'quake slide zone. This oversized building will damage the character of the Village and decrease my property value (which has already been damaged due to Renaissance homes recent construction of 7 GIANT houses on my block and destruction of the adjacent storm water creek causing flooding~ because the City let them).*
402. *The infrastructure in the Multnomah Village area will not support this proposed development and the resulting additional traffic and parking pressure.*
403. *It is important to me to preserve the historic neighborhoods in Portland that give Portlanders such a great quality of life and a sense of history, and to respect the current residents of those neighborhoods!*
404. *I DO NOT WANT TO ALLOW THIS TO HAPPEN, KEEP THE VILLAGE HISTORIC!*
405. *Allowing development to brutally dwarf the surrounding neighborhood is bad public policy, especially without sufficient infrastructure to handle the increased density. Build in haste, repent at leisure?*
406. *Unless new residential development provides enough parking spaces for its residents, those parking on the street will hinder access to the small business in the village, which make that community so vibrant.*
407. *This plan does not provide parking for the building's residents.*
408. *This is criminal. Loaves and fishes should have never been allowed.*
409. *I am signing as this proposal will ruin the character that makes the village the village. In essence the village will be swallowed up.*
410. *Car space per unit. We already have parking issues for the small business.*
411. *I love the village just as it is. Build on Barbur if you want high rise units.*
412. *I am signing because I used to live in Multnomah Village and loved it and the small town feel. I would hate to see a huge apartment complex put up. It would ruin the quaintness of the community.*
413. *Multnomah Village is one of the few local areas left with any character and individuality. Let's try to keep it that way!*
414. *Not opposed to new construction, just want to limit the height to 3 stories to retain the character of our village.*
415. *Multnomah Village should keep its quaint, little village feel.*
416. *4 stories is too high to fit in with the rest of the neighborhood.*
417. *I live near the Village and want it to stay a village!*

418. *I'm signing as a business owner who does not want Multnomah Village to become a city! The whole charm is because it has remained exactly what gave it its success.... Why people love discovering us!*
419. *Such a high rise in Multnomah Village is ridiculous. Look around at the village. You will find two story structures. Why is this building being allowed? I'm all for "affordable" housing, not a \$1,500 a month four story high rise. Way to ruin the neighborhood!*
420. *I love Multnomah Village!*
421. *Proposed apartments would be out of character with the area. Preferred that the building look "period" (1920-1939s) have min 1 car park slot per unit (preferably under the building for tenants) & the building be no more than 3 stories. Should also have solar panels.*
422. *I have lived in the Garden Home/Raleigh Hills/Multnomah Village area for nearly 40 years. I had lunch at Renner's in Multnomah Village today. Please don't ruin this wonderful small "village in the heart of Portland." Keep Multnomah quaint and pleasant.*
423. *I'm signing because I moved to Multnomah for the Village ~ the small town feel and scale. I'm fine with a taller building away from the core but not on our main street.*
424. *Keep this neighborhood character. We deserve places that don't look like generic suburban strip malls.*
425. *This experiment has failed on the east side. Furthermore, there is poor public transportation service near Multnomah Village most of the time and virtually no transportation evenings and weekends.*
426. *Although my home is in Washington County, Multnomah is my 'town center' and as the center of my community I believe this proposed project is wrong for this area. The scale of the building and most importantly the lack of realistic parking will destroy the area. We do NOT have public transportation that will support this development. The added cars will make this area unlivable. The lack of parking for this development is totally unrealistic so it needs to be cancelled or redesigned to match the scale of the neighborhood and provide within the proposed structure at least 1.5 parking spaces per apartment.*
427. *I don't want my neighborhood to lose its uniqueness. The Village cannot handle that much population density.*
428. *I moved to Multnomah "Village" 24 years ago because it is a village. I have been to the meetings with the developer. This proposed building will undoubtedly ruin the "village" aspect of this wonderful neighborhood. There are many areas nearby begging for development that people in this neighborhood would support. Barbur Blvd for example. The families living in Multnomah Village and neighboring communities have worked hard to maintain the village feel. How can one developer come from out of the area and ruin it for all these hard working people just to turn a handsome profit? We need reasonable housing that adapts to the community, not an overwhelm-and-conquer policy. One very nice lady at one meeting explained to the developer while shaking that "Multnomah Village is not broken. It does not need fixing!" Bravo!*
429. *Unrealistic, ludicrous, is not compatible with location and needs to include transportation and accessibility; agree with petition.*

430. *History and beauty should not be destroyed nor should the special quality of Multnomah and its merchants. Please don't do it.*
431. *I'm signing because the beauty and livability of our city is being threatened by developers.*
432. *I grew up in Multnomah Village in the 1970s and live here now as an adult. I have seen, and been a part of, many changes in these years, but no change has been of the scale and permanence of this proposal. Yes, I accept development "In My Backyard" or front doorstep as this may be, but development that respects the history and charm of our beloved Village and character of our people! 3 stories maximum - two would be better!*
433. *Four stories way too big for MV!*
434. *We don't need or want massive development that will ruin the charm and appeal of a great neighborhood. Let the greedy developers go make their money somewhere else. We don't want it here.*
435. *I want to do what I can to help keep Multnomah village more like a village and less like a gentrified hotspot in Portland. Thanks.*
436. *I used to live in Portland and really value the importance of the small village feel for Multnomah village. The community does not need high rise apartment buildings!*
437. *We should preserve a "village in the heart of Portland," he word. I do not want to see a functioning neighborhood ruined. It is a favorite place of mine.*
438. *To keep our roads from getting congested and unsafe for children and seniors.*
439. *I would like the development to have more 1-2 bedroom apartments and fewer studios.*
440. *What makes the village quaint is its little complexes, short eye lines and small town feel. A four story complex with no retail, insufficient parking, and poor bike commuting ways will turn the town into a less desirable neighborhood.*
441. *The parking in this area is horrible already.*
442. *I like the quaint feel of Multnomah village. Also any residential developments need to incorporate adequate parking.*
443. *I have lived in Multnomah nearly all my life. I do not want to see this kind of reckless development.*
444. *I live in the village and I think this structure is too high and does not have enough parking.*
445. *I live here and I like it quaint.*
446. *I want to maintain the "village" atmosphere of one of the few of its kind in Portland.*
447. *I live right near Multnomah Village, and I would like to see it stay in character.*
448. *I moved to this area because this village was a charming reminder of the small town I grew up in. Please don't destroy this village.*
449. *I love that area and want to buy a house there someday. I'd like it to stay family and neighbor friendly.*

450. *I love Multnomah village and its uniqueness. Please leave it just the way it is.*
451. *The parking is already terrible, the village is growing, and it needs to keep the character that makes it so wonderful.*
452. *I am very dismayed by the direction that PDC is taking, specifically, the proliferation of large apartment buildings (that are out of proportion with other housing in the area) and the lack of parking provided with the new apartment buildings. Not everyone rides a bike or has access to public transportation. Elders like myself are getting priced out of the housing market (the new apartments are expensive) and finding transportation increasingly difficult! Portland is losing its neighborhood feeling, sense of aesthetics, and is becoming a less and less desirable place to live.*
453. *The parking in this area is already hard to come by. This is a bad, bad idea!*
454. *I lived in The Village and am aghast you would do to it what has recently been done in my neighborhood of Laurelhurst, essentially destroy the character. Stop it! Get neighbors involved and behave like future-oriented, compassionate leaders instead of succumbing to the bulldozers and money mongers. Portland needs to retain its soul.*
455. *I don't want developers to take over our town. They are building massive apartments all over Portland and don't need to be destroying this area too.*
456. *This is a charming village built for people. It's a neighborhood. It's not a commodity to be turned over to developers to enhance Portland's tax base. What's wrong with you people!*
457. *I live 3 blocks from Mult. Village and want it to stay the nice, quaint area I know and enjoyed for all 25 yrs of my life.*
458. *I grew up in Multnomah. My mom owned a retail store on the main street from 1975-1987. This area needs to be protected so its charm and friendly atmosphere is preserved.*
459. *I oppose development that does not fit the scale and character of the neighborhood.*
460. *I'm signing because this kind of development ruins neighborhoods.*
461. *I visit there every month or two. Also my dentist is nearby.*
462. *I love this neighborhood just as it is, and as a person who lives in area where development is imminent, I want to try to stop this before it happens.*
463. *I live in Multnomah Village. The city is letting developers do what they want without consideration for the scope or the neighborhood.*
464. *I love Multnomah village's feel and shop and dine there frequently. I want to move there when I retire, but not if this change occurs.*
465. *It's my neighborhood and I want to keep it charming.*
466. *I want to preserve the things we love.*
467. *I don't want another sweet Portland neighborhood ruined like Division St.*
468. *Cramming apartments into the center of Multnomah village without parking spaces will cram cars into the surrounding dirt-road neighborhoods and put children at risk.*

469. *My family lives in this area and we love the current feel of the area. When we move to Portland this is the area we want to move to. Don't change it.*
470. *Keep the village a village!*
471. *I live near the village and seek to preserve it. The apartments suggested would clog the village with cars and destroy the aesthetic to the point where I would probably avoid the area altogether. This is where I like to shop local, so it will hurt local commerce.*
472. *I enjoy the small town feeling of Multnomah Village when I shop or visit friends there. Decisions to allow development destructive of an historic setting violate everything that Portland purports to stand for. Developers have a responsibility to the community.*
473. *I love the village!*
474. *Growth is one thing...decimating the iconic nature of an entire neighborhood is travesty. We need to build in keeping with the historic nature of our city neighborhoods.*
475. *I like to shop in Multnomah Village and parking issues already prohibit me.*
476. *I have been living in Multnomah Village since 2007. I bought here because I love the quaint Village atmosphere. I could support a 2 story structure with parking for all the units but think the 4 story building (without adequate parking provided) would be a huge mistake and would ruin the character of my beloved Village. Please don't allow Multnomah Village to be ruined!*
477. *I live in the neighborhood and love Multnomah Village just the way it is.*
478. *I love Multnomah Village just the way it is. Please do not EVER change it. Our family goes to everyone one of the stores down there.*
479. *This is a favorite place to have breakfast and catch music.*
480. *We need to develop thoughtfully and this development does not seem to make sense, in that regard.*
481. *This proposed development is too high, too large, lacking in adequate parking, for Multnomah Village, especially downtown.*
482. *I lived in Garden Home for nearly 20 years and love the charm and friendliness of Multnomah Village. I cannot imagine a large 75 unit apartment building for these reasons: parking is already maxed out, the aesthetic will destroy what makes Multnomah Village special, there is simply not enough infrastructure to handle the addition of 75 people/cars in this small area, shall I go on? I now live in SE and am seeing the effects of such developments on SE Division in particular-which is far larger than Multnomah Village. Traffic has become as bad as Seattle and parking is an absolute nightmare. Please reconsider preserving the areas which make Portland, well-PORTLAND before we become yet another non-descript playland only available to the upper middle class white population.*
483. *I am signing because I have lived here 56 years. This community is of historic value. Parking is already an issue for the businesses on the street. Please protect this vibrant neighborhood and mandate parking and limit building to 2 stories, protected from making the parking worse.*
484. *This village survived the recession. Incredible historic value! In fact it should be on the Historical property list!*

485. *I'm signing because there shouldn't be a 4 story complex in Multnomah village, and there should be more parking if they do build it.*
486. *Because I live in the village and I would like to find a place to park there. If these people build that building, that is going to change.*
487. *Don't change the character of Multnomah Village!!!*
488. *Keep the character of the Village!!*
489. *I love the "cozy," "charming" feel of Multnomah Village. I have no objection to new development going in but feel it should fit in scale/size and style/aesthetics with the historic, "old-timey" feel of the Village. The proposed design is out of scale (too large, too high) and the design is just flat out lazy -- the design would fit in any generic commercial strip but lacks the charm, character and "old-timey" look that would keep it in line with the Village as a whole.*
490. *I shop in the area and visit friends. There is no room for a 4-story 71-unit complex. Leave it to Portland to do it all wrong!!*
491. *Multnomah Village deserves to be preserved, not wrecked!!*
492. *I'm a proponent of sensible infill, but I also value the character of established (and historic) districts such as the village. Please retain the special character of this place.*
493. *As a former Multnomah resident and frequent shopper, I believe the neighborhood is being made unpleasant and I will cease visiting it.*
494. *The development is not practical and inappropriate for the area. And, I have friends who live there.*
495. *I love the livability of Multnomah Village and want to ensure it stays that way.*
496. *I used to live in Multnomah Village and cherish the historic character of the village. Parking will definitely be affected by the residents and visitors in a very negative way. The village will lose its original character of a small town, pedestrian and business friendly atmosphere.*
497. *This is my neighborhood where I live and have my own business. I do not want to see what happened to SE Division and other areas of Portland happen here. It is wonderfully peaceful right now. Please do not gentrify more areas of Portland and continue to destroy it.*
498. *I live in the village and I think this proposal will cause a huge increase in traffic and will also take away from the village and the designs of other buildings there.*
499. *I love Multnomah Village.*
500. *I rent office space in Multnomah Village. I have been there for about 6 years. My residence is about 2 miles from the Village. I know how bad the traffic is already. There are dangerous intersections where pedestrians are obscured by parked cars. An increase of traffic and demand for parking will make the area very difficult to navigate and negatively impact the existing community financially, in safety and aesthetically. The local services cannot sustain or adequately serve high density housing.*
501. *This is a historic village area and needs to be preserved as it is.*
502. *We don't need to turn every small historical neighborhood into large apartment and condo buildings. Doing this is destroying the great communities that make this city what it is.*

503. *This neighborhood is a lovely place that will be ruined by infill. Just say NO.*
504. *Lived a few years in the village on Troy St.*
505. *I don't want my neighborhood ruined by this development!!! Sick of massive apt buildings and NO parking-ruins businesses!*
506. *Multnomah village and the neighborhood around it cannot support that kind of traffic.*
507. *This is a family area and should remain so.*
508. *Used to live in Portland and want to see neighborhoods preserved including MV.*
509. *After witnessing the disaster that is SOME of the development on the east side of Portland (think Division), I want developers held accountable and the City for providing a more conscientious accommodation for people that includes reasonable parking and height restrictions.*
510. *I'm opposed to buildings over 3 stories for the Multnomah Village area.*
511. *Many Portland developers are known for squeezing multiple units into a built space, and not providing parking - stressing local streets & businesses. It should just be standard that any new multi-family building have its own designated parking, underneath the building. Growth is unavoidable, but please ensure that new built environments come with designated parking to keep street parking open - including this one. Thank you!*
512. *Please design this city's future with some thought to its past.*
513. *I have enjoyed several of the restaurants and shops in M.V. for 30 years! I love the ambiance of this village. It needs to be maintained!*
514. *I'm a resident of Multnomah Village and the development is not compatible with the historic character of Main Street.*
515. *I live in Multnomah Village and care about it.*
516. *My biggest complaint is the parking situation. You have to provide at least one spot per unit. Take a look at the disaster at 30th and Dolph, for example. They built that saying their tenants would use Tri-Met, being right on Barbur....that is not the case. The tenants from that building park in every direction for blocks.*
517. *The Multnomah neighborhood can still be saved intact....if we act NOW.*
518. *Multnomah Village is unique. Having lived in the neighborhood for 40 years, we've seen changes that have benefited the area, but this development ignores the traffic, scale and character of our charming neighborhood. Commissioners... please visit before approving this "too high-too wide-too bleak" a structure! It will destroy the charm. Not every change is a positive change. Look first. Then decide.*
519. *Not requiring parking will fill blocks and blocks of streets with parking. This will not be safe as there are already no sidewalks and safety issues based on narrow right of ways.*
520. *I want new development to mirror the historic nature of this neighborhood.*

521. *I'm signing because this development is way too big in all dimensions. The character of Multnomah Village must be preserved. I have lived in this area since 1992. Parking spots must also align with the units.*
522. *Once again, Portland is putting the cart before the horse-trying to ram density down everyone's throats based on some prediction of population increase. The neighborhood livability and individual character along with affordable and diverse housing, good schools and job openings is what will attract the population. Portland needs to attend to the above as well as other deficient infrastructure issues before ANY building outside of downtown happens. Where is the allegiance- we pay taxes and ARE already living here-doesn't what we need and want count more than a population growth projection?*
523. *I greatly enjoy the "village" feel of Multnomah. It's a respite from the increasing in-fill in SW Portland.*
524. *And if we do move to high density living, then we should have shops underneath and community spaces. High density living doesn't necessitate the destruction of community.*
525. *I visit Multnomah Village frequently because of its "village appeal." We need to preserve these historical areas of Portland as they are. Not everything should be available for development simply because there is money to do so and profits to be made.*
526. *I'm signing this because I don't want to see Multnomah Village look and feel like Division St. I oppose not enough parking thinking that people will bike. The SW is not bike friendly. It doesn't even hold water in the east side, as neighborhoods are inundated with parked cars that belong to apts without enough parking.*
527. *I'm tired of the building. I'm tired of the rents going up and people being pushed out of Portland. I'm tired of developers building with little to no consideration of the surrounding communities.*
528. *I have loved Multnomah Village all my life. It is a unique community in Portland and should be maintained in its historic form. Money should not be a determining factor. Portland neighborhoods are part of the uniqueness of this city. To change so we look like any other big city would be a crime.*
529. *Such a sweet & quaint neighborhood. Please don't ruin the feel of the only cute community areas left near the big city!*
530. *Poor choice for that area.*
531. *I welcome progress and development but please don't place it there. Find an open vacant lot away from the village.*
532. *I love the Village and live in this area, it's where our family spends time and the parking can already be tricky at certain times of the day for sure. Too many new Apt.'s that also don't fit in with the area not going to improve our Village or fit in. Save the Village! A 2-story complex seems reasonable, we aren't downtown!*
533. *I spend a fair amount of time in Multnomah Village and know the location well. I agree with the petition's assessment and think there are a number of assumptions that are misplaced in terms of this proposed development. Please reconsider this contextually before irreversible damage is done to a unique SW community.*

534. *While in general I support building a city upward rather than outward, I am gravely concerned that this development will significantly alter the nature and scale of Multnomah Village. From every standpoint except from that of the developers (who want to cram as many units into a tiny space as possible) the project is ill-conceived. It doesn't fit the nature of the Village. Not enough parking spaces. One way to fit more units is to eliminate parking. But it doesn't make safety sense to live here without a car. While it's easy enough to get downtown by bicycle via Barbur or Terwilliger, the grocery store is tricky. I'm very familiar with cycling past that Safeway, having done so as a commuter for over 6 years. The fastest approach from this development would be to go up Capitol (no shoulder, fast curves = not safe!) or to go down to Multnomah Blvd and then ride up the sidewalk / on the wrong side of the road to enter into the parking lot (not safe!). Four stories doesn't fit. Multnomah Village is not the Pearl. It's not Belmont. It's the village. And its small-town charm is why we I think most of us moved here. While the cramming 74 units into that one little space is a great ROI for the developer, the real cost is to the village.*
535. *I live in Sunnyside and hate the way our neighborhood is changing with all the high rise apt. and condos. I hope Multnomah Village will escape our fate.*
536. *I enjoy taking out of town guests to my quaint neighborhood village for breakfast, dinner and antiquing. I also chose to do my banking there with Umpqua COMMUNITY Bank. Let greed prosper somewhere else!!! Not in Multnomah Village.*
537. *My family has lived in this area most of my life. I sign for my parents.*
538. *I am signing this petition because a 4 story apt complex does NOT belong in downtown Multnomah Village!!!*
539. *Portland is losing its charm thanks to uncontrolled development and it's got to stop!*
540. *I want to keep our village...its quaint little area where friends and family gather to share coffee and a meal together. We don't need big town developers in our village!!*
541. *Keep the village in Multnomah village.*
542. *My Sister lives a block from this proposed development. My kids come to visit their aunt to get away from the big city and enjoy the small town feel of Multnomah. This development will take away from the relaxed atmosphere and evoke that urban sprawl which has shamefully taken over our own neighborhood.*
543. *I am signing this because I live close to the Village, love the charm, character and the friendliness of the merchants. This development detracts from that and adds parking issues experienced in other parts of town.*
544. *I like the neighborhood feel of Multnomah Village and I think the proposed development will ruin that. I agree that the minimal parking will make matters worse. I am surprised it would be allowed.*
545. *I'm signing here because I shop, eat and walk around in Multnomah village every week and I do not want to see it destroyed and gentrified like the rest of Portland has been. Keep it the way it is. It is perfect and we do not need any more condos destroying our city!*
546. *I love Multnomah village! It hasn't changed much since I was a kid and I'd like it to stay that way!*

547. *I do not live in this area, but I absolutely support maintaining the aesthetic and vibe of our great city. The amount of development in recent years is changing the face of Portland and it's quite unsettling. We love Portland because it's unique, let's keep it that way.*
548. *To preserve the feel of the village.*
549. *I support this concept on the small Main Street in Multnomah Village! Although I think the specific site in question is just fine as is proposed.*
550. *Because these problems are city-wide. Because MV should not be changed to suit the passing greed of developers. Because the no-parking micro-apartments on NW Thurman attract tenants with cars.*
551. *I live near Multnomah Village and value the character and atmosphere of the Village. A 4-story apartment building, lacking proper parking and with high rent is out of character and will detract from the wonderful atmosphere of the Village. We do not want the proposed apartment complex in Multnomah Village.*
552. *I come to Multnomah Village with my daughter that lives in SW Portland, a few blocks from MV. This is the first place she took me after my daughter had moved to Portland. I was very impressed with the small town feel and patrons in restaurants who seemed to know each other. I loved the little self-owned shops and the fact that there were no Lowe's or Applebee's anywhere around. It was so easy to find a parking space. Not something you see downtown! The "almighty dollar" needs to stop here...people of this neighborhood, stand and fight! Park on the city council's doorsteps and flood their e-mails. Invite the press and all the TV stations. Campaign door to door to get people in this area to join the cause and save your quaint little village. Grass roots efforts go a loooong way!*
553. *I am signing this because I grew up in Multnomah Village and it is historic and should be kept as it is. There is no need to change anything. People in Portland appreciate it for how charming it is.*
554. *I'm signing because - I'm visually aware, repulsed by half-ass status quo architecture and rampant greed.*
555. *Allow a building of this size and height would totally change the character of Multnomah Village. The name -- village -- would surely start to lose its meaning. I am also against allowing developers to build residences without at least one dedicated off-street parking for each living unit.*
556. *We need to keep the character of Multnomah Village.*
557. *I love the small town feel of Portland and wouldn't want to see it turn into what Staten Island is today. I remember the lovely small towns that dotted my island growing up. So called progress rarely benefits anyone other than the builders. Set limits before it's too late.*
558. *I am seeing inner SE change radically because developers and city policy do not respect existing context.*
559. *I'm signing because a 4 story building would change the visual nature of the neighborhood and because parking is already at a premium in the village. All new development should be required to provide parking for all of its residents.*
560. *I am from Southwest Portland.*
561. *Population density does not make sense in Multnomah village. The village infrastructure does not exist to handle this kind of project on the roads both during and AFTER construction. Let's scale it*

down so everyone will fit seamlessly on the property and not spill over into this peaceful village. Please respect and serve our community!

562. *I am signing this petition because I have lived in or near the village all my life. I live 3 blocks from the proposed development. The proposal development is out of context regarding the use, enjoyment, and historical significance of the village. The development is too large, too high, will impact parking, and the ability for people in the neighborhood to use and live in the village.*
563. *Multnomah village is one of Portland's treasures and this development would totally change its character.*
564. *We go to Multnomah Village because of the small-town feel. I'm worried about traffic, that curve isn't completely safe as it is.*
565. *I cherish the small-town main street feel of Multnomah Village, and also value responsible new development for the neighborhood, but I'm against having the Village overwhelmed by developments that tower over this Main Street and swamp out all the street parking.*
566. *I am signing because I want Multnomah Village to stay small, quaint and charming. Not turn into another NW 23rd or Alberta neighborhood.*
567. *The ground floor units should be retail space, not residential, unless they change the design and make them townhouses to keep with the character of the village. I feel that the height should be limited to 3 stories, or at least have the top floor terraced so as not to be towering over the main street.*
568. *Developers are constantly taking away what little Portland has left of Serenity and peace. Isn't that what we originally loved about the west side to begin with? Why are we constantly trying to over develop areas when we know exactly what that causes? Over-crowding, more pollution, small business breakdown, and a loss of true community. There are apartment buildings that are falling apart literally just a couple blocks away. Buildings infested with mold, insect issues year after year, plumbing problems and more. There are houses in rows that have been abandoned. Why are we not building there instead? You want affordable housing? You want Portland to stay peaceful and serene? Try building where it's actually needed and more convenient. Seniors and vets will need groceries and reliable transportation. Buses that run through the village only run every 40 minutes at peak times, and stop running early. Does that sound reliable to you? And the only food store in the village is Johns Market. Basically a convenience store. Maybe I am partial to keeping the village the way it is, or maybe I see another way we could use the land that is already empty or uninhabited and utilize it for "affordable housing." Oh, and do you really think an average rent of \$1,500 a month is affordable for those of us on SSI/SSD? For a veteran? SSD maximum is a mere \$733 a month! Good luck with having only 50+ and veterans live there. Unless you're going to have more taxpayers pay for that too? Isn't the idea of affordable housing to make it affordable without aid from city or state? Just some thoughts from someone who truly loves where they were born and can't stand what it's becoming. This is not a "not in my backyard" issue. This is an issue of developers not utilizing space or thinking things out for more than just the next 5 years.*
569. *I used to live here and visit family often. Love the feel of Multnomah Village and am not in favor of changing this to extreme. Please do not add four stories....it will change the whole atmosphere.*
570. *Development in the village needs to be kept to a minimum to maintain its quiet, peaceful, and small town roots.*
571. *Multnomah Village deserves to keeps its small historic town look.*

572. *I'm signing because Multnomah Village is my go-to shopping and dining spot. I love the "villageness" of the place, the sense of community. Parking during peak shopping times is already tight with people creeping into residential streets to park. If you build a high-rise -- and I think this is a LOUSY idea, every rental place needs AT LEAST one dedicated parking place.*
573. *I am signing because my aunt and uncle have lived in Multnomah Village for decades. I house sit for them when they take their kids on vacation and I have grown to love the fact that it has so far been spared of the homeless, hipsters, and trendy bars & restaurants that teem throughout Portland.*
574. *I have family that has lived in Multnomah Village for over twenty years. I love visiting and feeling like I have escaped the city. Multnomah Village has a unique, small town feel that has been eradicated from most neighborhoods throughout Portland. Its character should be preserved, not paved over.*
575. *This is out of character with the village, limit to three stories and must have parking. Enhance the village don't destroy it. Allow the residents and community to be part of the process of design.*
576. *I do not want more apartments or condos. There are not enough parking spaces as it is in Multnomah Village. Please limit development.*
577. *This is not in keeping with this traditional neighborhood.*
578. *This does not fit the character of Multnomah Village.*
579. *I am signing because I value the aesthetic character of the Village and would be very sad if it were to change.*
580. *I love the character of the Village and don't want it to change.*
581. *The proposal does not fit the neighborhood, especially one like Multnomah Village. This is another of what are becoming famous Portland examples of a good concept (urban density) that is poorly thought out and not in the best interests ultimately of anyone but the developer.*
582. *I've lived in Multnomah Village and this plan is inconsiderate of what it really means to live in southwest Portland. This proposed apartment complex is not practical or even mindful of lucrative bottom lines. From experience, the people in this area who do not have cars are students who would not be able to afford those prices anyway.*
583. *I live in the neighborhood and I don't want to see more apts there.*
584. *I'm signing because I've seen what out-of-scale and parking deficient development does to destroy neighborhood character and livability. Sign me up as aghast that the City is tolerating such impacts on our communities.*
585. *Developers profit while the community pays the cost in lifestyle and environment degradation: eg traffic, cost of new schools/infrastructure.*
586. *I do not support housing that does not include parking.*
587. *Please maintain Multnomah Village's charm and safety by ensuring new development fits with the surrounding buildings and adequate infrastructure (parking; road improvements; etc.) is required for all new development. Multnomah village has a special charm that needs to be nourished and protected.*

588. *I would hate to see the development that is destroying Sellwood happen in Multnomah Village too.*
589. *I love Multnomah Village for the same reasons this petition was started. The new building in place now has taken away its charm. I cringe every time I see it too. If more new structures are built. It will no longer have the small town I love.*
590. *This will change the character of Multnomah Village, and will make an already challenging parking situation worse.*
591. *I am signing because Multnomah Village is a special place that has a small town feel within the larger city of Portland. A building of 4 stories is out of character for the village, and not having a parking space for every rental is going to create horrible traffic problems.*
592. *I have known Multnomah Village for 11 years and appreciate its small-scale charm.*
593. *I grew up here. I love this place because it has resisted the cancer that has infested Portland. I will not watch it fall without a fight.*
594. *Stop destroying one of the last human scale neighborhoods in Pdx. Greed is not good. Make them stop.*
595. *Worked and lived in this area during my college years. Would really hate to see the character compromised for the sake of increased dollars on the tax rolls. Development and design needs vetting by the community.*
596. *The plan for tall overly priced does not fit the charm or aesthetic of Multnomah Village. And to build something with the knowledge of not enough parking spaces to begin with speaks volumes about the developers.*
597. *I live just blocks from the village and want it to maintain its local business and small Main Street feel.*
598. *I was born and lived in the heart Multnomah Village until I was 10. Please don't ruin the charm of this amazing community, especially with housing that the average working person cannot afford.*
599. *I think the village is charming and unique and changing it would take away what makes it special.*
600. *I grew up in Multnomah and value its historical place in the SW history.*
601. *The village is a rare find and we want it to maintain its local business and small Main Street feel. It is currently SO successful in part due to that.*
602. *I'm signing because I grew up around there and this apartment building would ruin the neighborhood and rob it of its charm and cause chaos with its already limited parking.*
603. *I'm signing this because I grew in this town and would be very sad and angry to see it change in that way!*
604. *New development without parking is unconscionable. It doesn't work.*
605. *As a former resident and frequent visitor of Multnomah Village, I would rather its small town charm remain rather than have it be over developed like everywhere else in the city! It's a cute historical neighborhood. Building a big apartment complex without adequate parking would bring more street congestion and parking issues, as well as overpopulating the area.*

606. *I grew up minutes from Multnomah village and think some things should not change.*
607. *I don't want a developer like Kahn deciding how MV is going to look. He is impacting parking for the neighborhood and small businesses without considering what the neighborhood wants. All in the name of making lots of money. Money can be made and development can occur -- they don't have to be mutually exclusive -- but this one reeks of pure greed.*
608. *I want Multnomah Village to remain a VILLAGE not a city...I think putting up any type of high rises completely reduces the charm of the village and will make people less inclined to go there.*
609. *I have lived in this area since I was born in 1956, my grandmother (Marguerite Norris Davis) coauthored the original book about Multnomah.*
610. *Grew up in the area.*
611. *Look what happened to The Pearl & Waterfront. What was supposed to be a couple of new buildings now is a concrete circus of over development - with no place to park.*
612. *I grew up in the village. My mother owns Annie blooms books. It's one of the last rare gems in this city that is being gobbled up by greedy and short sighted development.*
613. *Multnomah Village is not the place to build high density apartments. It's time to stop destroying the charm of Portland neighborhoods!*
614. *I'm signing because I don't want to see the charm and authentic feel of Multnomah Village destroyed by greedy developers. I see it happening in many other small neighborhood communities and would like to send a strong message that it is not welcome.*
615. *I am opposed to the addition of an apartment building in Multnomah Village.*
616. *I think they should build in keeping with the neighborhood.*
617. *Preserve the neighborhood please!!*
618. *This is happening all over the city without regard to the historical integrity of established neighborhoods or affected citizen dislikes when it comes to change in their immediate neighborhood. It should stop.*
619. *Concerned resident of Multnomah village.*
620. *Because the area is beautiful as it is.*
621. *I love the character of the village. New large apartment complex would change the character of the neighborhood.*
622. *Multnomah Village won't be a "village" anymore, if this type of development is allowed.*
623. *I visited the area pretty often. Small and friendly, would hate to see the congestion from the building.*
624. *Unbridled development is quickly destroying the charm of Portland. Old neighborhoods in SE Portland are being sacrificed to greed.*
625. *Historic preservation is important! Visited Portland last year and loved the close knit community feel...keep the big guys in their place.*

626. *I am signing this because I spent many a Saturdays going to the shops on this street...Annie Blooms, Fat City, etc.*
627. *I've lived in the area for over 60 years, and I'd hate to see Multnomah become "Portland-ized." Parking is already scarce.*
628. *Parking is already a problem in Multnomah Village as I have problems finding parking when I go to my Optometrist in Multnomah Village.*
629. *We need to keep the neighborhoods all around town.*
630. *I love the little town and planning on moving back to Multnomah village area. Don't want to see a high rise place there.*
631. *My sister just put an offer on a house in this neighborhood because of its quaint feel. Please keep the quaintness to this awesome neighborhood.*
632. *Don't trash one of Portland's last surviving neighborhoods.*
633. *I've lived here 35 years and so no reason why we can't have BOTH increased density and livability! The neighborhood is offering a sound and livable solution: no more than 3 stories and 1 parking space per living unit!*
634. *This is monstrously out of scale with the neighborhood. Also, I live next door and know how congested the area is already.*
635. *I'm a member of the Guild of Oregon Woodworkers. Our shop, located on SW 34th, just north of Capitol Hwy, already has very limited parking. Virtually none exists on the street for our use and the nearest lot, which the Multnomah Arts Center allows us to use when our meetings take place (we usually have 100+ members attend) will indubitably be usurped by the residents of this apartment complex as it sits just across the street from the arts center.*
636. *I'm planning to move to Multnomah because of the quaint feel. This development would kill the vibe!*
637. *Multnomah is a very special neighborhood, let's keep it small.*
638. *Not opposed to development but parking is almost impossible as it is. Above 3 levels would look ridiculous and 1 parking spot per place is an absolute must.*
639. *Development in Portland needs to be reasonable, not out sized and outrageous. The City's allowance of new residential development without parking falls into the outrageous category. Just because parking is not provided does not mean renters will not own cars. There must be at least a one to one ratio of units to parking slots to make any development acceptable.*
640. *Everything started in this petition is true. The village feel needs to be preserved!*
641. *Increasing density requires more parking which marginally meets current needs. I'd like to sustain the character of Multnomah Village. Four stories dwarfs all other structures like a Trump tower.*
642. *I love the less big-city feel of these areas of Portland.*
643. *Four stories is too high. Must have a minimum of new parking space per unit.*

644. *Every unit needs one parking spot*
645. *We are facing similar issues here in Sylvan Highlands. A developer is trying to put in a few hundred apartments without adequate parking. Our neighborhoods need to support each other!*
646. *Village is blossoming into something amazing. Walkable. Authentic. Congestion that would come and tall buildings will markedly detract from the charm that is already present. Let's be thoughtful and not ruin a good thing.*
647. *I live in the area. We frequent the Village. These developers need to respect the community. Adequate parking is crucial. As is keeping the scale of the building in proportion to the rest of the area.*
648. *I think the lack of parking will have a HUGE impact on our neighborhood.*
649. *I think this will cause a lot of congestion in Multnomah Village.*
650. *Multnomah Village is special. It's a beach community without a beach. Please don't ruin the haven here by building big! We rely on our cars. They need a car space per unit. It's not a homogenous city. Keep the geographic diversity!*
651. *It is too large for the area, there is not enough parking currently, it will look out of place in this historic area. Down size it, make it only 30 units.*
652. *This is not in the best interests of the community.*
653. *I am certainly not opposed to development. However, it is definitely unreasonable to assume that these residents won't have vehicles. Parking is already an issue in the area. 1 parking space per unit should absolutely be required.*
654. *I live in the village and don't want to see its character changed. Also, parking is hard enough already without adding more property and people and cars.*
655. *I grew up up the street from the location and my parents and grandparents still live in the neighborhood and I don't want to see it change. I love the village and the charm it has.*
656. *I am very close to the heart of Multnomah village. I work actually in Multnomah village (Nectar froyo lounge) and I have explored and loved this area since I can remember. A lot of my customers and myself included love the village, we all love its character and good vibe. It's cute and quaint. And the last thing we need is less available parking, because residents who live at the new apartments who don't have parking spots will take the ones in the village!!!! Less customers for the stores, less business, and very angry customers. It will also tarnish the image. I want to limit the size of the apartments, at the very least, and yes biking is great and the bus lines are awesome but people have cars...don't make traffic even worse around here please!!!! Limit apartments or go somewhere else.*
657. *I love my neighborhood and the parking is scarce enough.*
658. *Historic Portland needs to be protected.*
659. *I am signing because Multnomah Village does not have the space in its neighborhoods for extra parking.*

660. *I am not anti-development, I am pro-architecturally-appropriate, retain-community-character, pro-planned-growth.*
661. *We need more affordable housing.*
662. *I am signing this petition, as a Multnomah Village resident, to take a stand against the erosion of a quaint part of SW Portland. A four story monstrosity between 33rd and 34th (my street) is grossly out of character with the Village. Just imagine the huge traffic mess on SW Capitol during construction.*
663. *I agree with this petition. A 4 story structure is inconsistent with existing structures in the village area. The small building, intimate feeling is the essence of Multnomah, and this will encourage more structures of a similar nature, changing what the residents of Multnomah like about the village. Perhaps more important, parking is limited in the village as it is. Building a structure that does not provide at least 1 space per unit will make the current situation worse. I can support a smaller more rational housing development in the village, but I cannot support this design in its current state.*
664. *Four stories does not fit with MV. There is already a shortage of parking spaces at most times of the day or night in MV as well. These facts are obvious to anyone who lives in the area and visits MV on a daily basis. The proposed development is clearly inappropriate for this location.*
665. *Sensible development is key. I agree that 2-3 stories with one parking space per unit and ground retail is reasonable.*
666. *Every beautiful city needs to have a village or two that retains the flavor of . . . a village. And this is it.*
667. *I live here, love this place, and hope to maintain the pace and quality of our small community. You can know people here.*
668. *Charlie Hales promised pre-election that he learned his lesson trying to rezone the whole village to rowhouses in 1998. But this development is more of the same. The permit process should adhere to the standards the neighborhood has adopted, which excludes 4-level buildings. And what family of 1, 2, or 3+ doesn't have at least one car? Look at the parking mess we already have and require at least one space per unit!*
669. *There are more good reasons to not build than to build.*
670. *I believe that the new development in Multnomah Village should NOT be more than 3 stories high and that there must be at least 1 parking space per apartment unit...keep the village a village and accessible.*
671. *We need to keep a village look with limited building heights; 2 and 1/2 or 3 stories should be the outmost limit such as the Umpqua Building (they also tried to get to 4 floors and were stopped); if we go further, the next building might be 5, then 6 and 10 stories up and on. Thank you.*
672. *I don't want the village to turn into the Pearl District.*
673. *I'm signing this petition because Multnomah Village is a treasure that has enhanced the quality of my life for the past thirty five years.*

674. *My family goes back to the late 1800s in the Multnomah /West Portland area. This is a special area with great historical relevance. Please protect the historical integrity of Multnomah and limit development to reflect the existing surroundings.*
675. *I grew up in the area and hope I can bring my future children here to experience the same great memories I had as a child!*
676. *Parking for at least one space per living unit needs to be required onsite.*
677. *I love the village. I grew up in the village and is where my parents had met each other. I will not support anything that will change the beauty of this beautiful neighborhood.*
678. *Because I grew up in The Village.*
679. *I have worked in Multnomah village for the better part of 19 years as well as lived here as a child. Please maintain its charm and history. Each building should be a landmark and the area protected.*
680. *As a former member of this community for over 25 years, I agree with this petition. It would be a shame for the historic ambience of the village to be destroyed by some outsiders thinking of only making money. As with many of the residents of this neighborhood, I have strong roots in this community and it would be a shame to see Multnomah Village disappear into just being a part of Southwest Portland.*
681. *I was BORN in this neighborhood. LITERALLY in a tiny white house on Moss St, 30 years ago. It's been replaced with a 3 story condo. It saddened me... not just that the house is no longer there (it was old, that's the way it goes), but the whole feel of the street is completely different. There was a house across the street from us too, it's also a large condo. I think there's one little house left on that street... I drove past John's Market the other day, it still looks the same. That little neighborhood feel, the unique shops and cafes up the hill... I hate the idea of everything changing to the point that it's unrecognizable. Things change, but not everything has to.*
682. *I spent the first 10 years of my life living off of 28th avenue. I've gone on countless bike rides and afternoon walks through the village. It still holds a very special place in my heart. I want it to stay just as special for others as it is for me.*
683. *I grew up in Multnomah. No parking already on Fridays. Keep the village quaint.*
684. *I'm against the height of the complex for the Village, and there are too few parking spaces. It will be unpleasant to shop in the Village if it is difficult to find parking.*
685. *Don't ruin Multnomah village. Leave at least one part of Portland authentic.*
686. *I'm signing because I live here and care.*
687. *When I was relocating from Lake Oswego a few years ago, I considered Multnomah Village seriously. At the time not many houses were for sale and I couldn't find what fit my needs. However, when I relocate once again I would like to move to the village because of the village atmosphere and character. Development out of character to the area should not be allowed without democratic input from present population and business owners. This type of housing development should be built where high quality mass transit infrastructure exists.*

688. *We have to save the quaint, friendly feel of our village. If we allow huge 4 story buildings - tearing down the quaint existing structures - we will be irrevocably ruining our village's attraction, walk ability, etc.*
689. *High density living without adequate parking is not a solution. The construction of the complex will greatly affect neighbors in a multi-block radius due to a lack of parking. In addition, the height of the structure will be out of place in the quaint "village" setting. Shame on the developers and the city of Portland, the city that "works (for the developers)".*
690. *While progress is inevitable, there needs to be reason in the amount of structure the small business area can handle - if too many people need to park it will be way too overcrowded and more dangerous for pedestrians. It will lose its small village feel. Thank you.*
691. *I value the livability of my neighborhood.*
692. *I would like to keep the small feel of the village.*
693. *I'm tired of seeing our beautiful city being destroyed by greed!*
694. *I love the village and want to preserve its character in a city that's losing more of its charm with every out-of-state person that moves here.*
695. *I live in the area.*
696. *I grew up around Multnomah Village and have always loved the small town feeling it has. I've watched Portland grow upwards in alarming rate and think that we have to be extra careful to make sure that Portland keeps some of its neighborhoods to their original feel and look.*

Arevalo, Nora

From: Don Q Baack <baack@q.com>
Sent: Thursday, January 07, 2016 5:42 PM
To: Hunting, Duane
Cc: BPS Comprehensive Plan Testimony; Robert Hamilton (robert@phww.org); vpimont@spiritone.com; Glenn Bridger (gbridger@teleport.com); Wes Risher (wrisher@easystreet.net); carolynraz@comcast.net; rickm@meigs.org; Barbara Bowers; Eric Wilhelm; Sheila Fink; lesliepohl@comcast.net; michael.reunert@comcast.net; mikal@windermere.com; apanitch@comcast.net; Rick Seifert (wfseifert@gmail.com); John Gould; Mike Roach; rstein@spiritone.com; Bogert, Sylvia; Frederiksen, Joan
Subject: [User Approved] Re: "Comprehensive Plan Testimony" - HNA Comments on Wilson High School Zoning Adjustment

Good job Duane, thanks.

Don Baack
 503-246-2088 baack@q.com
 6495 SW Burlingame Pl
 Portland, Or. 97239

On Jan 7, 2016, at 14:45, Hunting, Duane <duane.hunting@zgf.com> wrote:

Portland City Council:

MAP ZONE CHANGE REQUEST:

The Hillsdale Neighborhood Association (HNA) is requesting that the Comprehensive Plan zoning designation for the Wilson High School campus at 1151 SW Vermont Street, Portland, Oregon 97219 be returned to "conditional use" within an R7 (Residential 7,000 sf) zone designation to be consistent with all other Portland Public School (PPS) property zoning. The Wilson High School campus (Quarter Section Map 3628) is currently zoned IRd (Institutional Residential) as a holdover from the Hillsdale Town Center Plan approved in 1997 by the City of Portland. The adjacent Mary Rieke Grade School (Quarter Section Map 3627) is currently zoned R7. This requested zone change was approved by the HNA Board of Directors at last night's January 6, 2016 monthly meeting. With no time to send a letter to the Council Clerk, 1221 SW 4th Avenue, Room 130, Portland, Oregon, I'm emailing our request to the Council as directed by the Bureau of Planning and Sustainability information received to meet the Thursday, January 7, 2016, 6:00 pm deadline.

BACKGROUND INFORMATION:

Originally, HNA was promised a Wilson High School Campus Plan within 2 years of the Hillsdale Town Center Plan adoption by the city in 1997. However, no campus plan has been prepared to date, and the neighborhood has been advised to participate in review and comment upon the many adjustments made over the last 20 years. In developing the Hillsdale Town Center Plan, the Hillsdale neighborhood was too early at embracing the future development of the school campus through an early acceptance of the Institutional Residential (IR) zoning within the Hillsdale Plan District designation. HNA was not advised previously that accepting the IR zoning, in lieu of the "conditional use" designation within the R7 zoning of the adjacent neighborhood and schools, we would not receive the promised campus plan and not be invited to the PPS review and discussion table for improvements such as the Baseball Batting

Cage Location, Swimming Pool Upgrades, Major Landscape Improvements, School Signage Pedestal Design, Sports Field Concession Stand and Fence/Gate Relocation, etc.

CURRENT ZONING DESIGNATIONS:

Wilson High School, 1151 SW Vermont Street, Portland, Oregon.

Current Base Zone: IR (Institutional Residential)

Comprehensive Plan: Same as above.

Plan District: HD (Hillsdale Plan District)

Mary Rieke Grade School.

Current Base Zone: R7 (Residential 7,000 sf)

Comprehensive Plan: Same as above.

Park Bureau Property around school property.

Current Base Zone: OS (Open Space)

Comprehensive Plan: Same as above.

Duane Hunting, HNA President

6703 SW 13th Avenue, Portland, Oregon 97219

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ZGF Email Disclaimer

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Working Waterfront



COALITION

City of Portland City Council
Portland City Hall
1221 SW Fourth Avenue
Portland, OR 97204

January 7, 2016

Dear Mayor Hales and Portland City Commissioners:

The Working Waterfront Coalition (WWC) respectfully requests that City Council return to the mid-range growth forecast in the Economic Opportunities Analysis (EOA) -- the forecast that Council adopted in the 2012 EOA and the forecast used by Metro in their urban growth report.

A Medium Growth Forecast Is Supported by Substantial Evidence, Is Consistent with Other Adopted Plans and Is Good Policy

Based upon historic data and future projections, the City must assume a medium-growth cargo forecast for harbor-related tonnage across all cargo types, and not assume a low forecast (Attachment A). A low forecast is not supported by substantial evidence in the record and does not comply with Statewide Planning Goal 2's requirement for consistency among all adopted City plans. A low forecast contradicts historical trends and recent harbor infrastructure improvements that have resulted in substantial private sector investment (Attachment B). The low forecast as proposed by the Planning and Sustainability Commission (PSC) is a policy choice that retreats from historic cargo trends and plan for a decline in harbor business, despite contrary private sector investments and adopted plans. The PSC's recommendation sends the wrong message to Oregon businesses and to the public about the importance and future of the Portland Harbor, and the many businesses and employees who rely upon it.

Harbor Jobs are Middle-Income Jobs that Further the City's Equity and Housing Affordability Goals

The City should support additional middle-income job growth in the Portland Harbor, which will help the City achieve its equity and housing affordability goals. Harbor businesses are major Portland employers that employ more than 31,000 men and women, and support 29,000 more employees, which are largely paid middle-income wages. The harbor is a place of job diversity and predominantly middle-income wages (Attachment C). One harbor employer has more than 19 languages spoken on site. Many harbor businesses work directly with community college programs for job placement and skill development for existing employees. Job growth in the harbor is exactly what our City needs to ensure future work force diversity and middle income wages so more Portland citizens can afford a reasonable standard of living in Portland. Middle income wages are also one way to address Portland's housing affordability gap. Income disparity is part of our community's housing crisis, and that disparity is in part because of the flattening of middle income wages and loss of middle income jobs.

Harbor businesses are also a major source of revenue for the City of Portland's small and medium sized business. More than fifty percent of harbor business procurement of supplies, raw

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materials, capital goods and services comes from small local businesses. This relationship is meaningful to the neighborhoods and the people employed as a result (Attachment D). The PSC recommended low forecast assumes one percent or less of annual growth in the harbor – limiting job opportunities and procurements of supplies, raw materials and services from local businesses.

The EOA Overestimates the Supply of Industrial Land and Potential for Additional Capacity -- Brownfields, Transportation Improvements and Shifting of Some Jobs

The WWC strongly supports brownfield redevelopment. However, we are concerned that the City's assumption that 60% of the brownfields in the harbor will be cleaned up and available for industrial use over the planning horizon is unsupported by data and is unrealistic without financial and policy support. Brownfield redevelopment to industrial use is difficult due to time and costs associated with addressing contamination, ownership issues, uncertainty about Superfund liability and market constraints on industrial property (Attachment E). These factors influenced the City Council to assume that only 40 percent of the brownfields in the harbor would be remediated when the Council adopted the 2012 EOA. At that time owners of industrial properties in the Portland Harbor were skeptical about that assumption because it did not account for the uncertainty related to Superfund. The PSC's assumption about brownfield redevelopment is a 20% increase over what Council adopted 2012, but the policy, economic or evidentiary basis for this increase has not been identified.

The City cannot assume that unfunded transportation improvements will create more cargo efficiency and increase industrial land capacity in the Portland Harbor. The PSC recommended a Transportation System Plan (TSP) with 78 percent of city resources targeted to active transportation projects instead of improvements to road and rail that would support harbor businesses (Attachment F). The City Council cannot rely upon improvements to the transportation system to create more cargo efficiency and increase industrial land capacity until improvements to road and rail that support harbor businesses are funded.

There is no evidentiary basis for an assumption that moving some existing office jobs associated with harbor businesses offsite will increase industrial land capacity in the harbor. There are a limited number of jobs with administration functions located on site of harbor businesses and they provide a critical function specific to onsite business operations and industrial activity. Moving office functions would both affect the efficiency of the operation and add cost, and not significantly increase industrial land supply.

WWC's Request and Why the Middle-Range Cargo Forecast Matters

The WWC requests that the City Council assume a more robust harbor forecast consistent with data and trends and support for middle-income jobs growth by:

- Targeting infrastructure and brownfield investment and policies to support harbor business expansion
- Expediting permitting
- Addressing conflicting regulations that hinder harbor business investment

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The Comprehensive Plan is an aspirational document, a document filled with hopes and dreams for Portland, and a document that addresses and plans for expected growth over the next 20 years. Planning for growth, housing, jobs and people is addressed in every part of this policy document - - except for harbor industrial lands. How can we have a document that addresses growth for everything except for Portland harbor industrial lands?

The Planning Commission recommended a low growth forecast as a policy choice that is not based on data. The Working Waterfront Coalition requests that Council base its decision upon the data, and to make a choice that supports Portland's future, our industrial harbor's future, and our middle-income job future.

Why does this matter so greatly to harbor businesses? It matters because it sends a negative message, the wrong message about what is happening in the harbor. Substantial investment in the harbor has occurred since the Columbia River channel deepening in 2010. More than \$370 million investment has occurred since 2010 - generating an estimated \$4.5 million annually in tax revenues. The tonnage generated from these facilities is significant. Even with the recent loss of container service at the Port of Portland's Terminal 6 the volume in the Portland harbor is about equal to the volume in either Seattle or Tacoma. Portland Harbor tonnage, coupled with the Columbia River tonnage, creates the second largest gateway on the West Coast behind only Los Angeles /Long Beach (Attachment G).

It matters because it will discourage opportunities for future investment by private and public entities. This low forecast will impact our ability to obtain public or private funding for infrastructure, brownfield re-development and even harbor business expansion. All grant and investment concepts require future forecast information as justification for the requested investment. We will not compete well if our own assessment of our future is not positive and below the growth rate established by the region.

And finally, it matters because the harbor employs more than 31,000 men and women and supports 29,000 more employees. If there is any place in this City that leadership should support job growth, it is the Portland Harbor. If you care about the diverse employment opportunities and middle-income wages for Portland residents, then you should ensure that there is adequate growth in the harbor. The WWC urges you to change the Portland Harbor lands forecast back to the "most likely" moderate growth as originally adopted by City council in 2012.

Making a policy choice to adopt a low growth forecast sends the wrong message - that our City does not support harbor businesses and harbor jobs. We are open for business and with your help would like to continue to be so for years to come.

Sincerely,

Ellen Wax, Executive Director

Working Waterfront



C O A L I T I O N

Attachments:

Attachment A: WWC Issue Matrix and Recommendations

Attachment B: Impacts of Channel Deepening on the Columbia River and Investment Growth and the Continued Impact of the Portland Harbor

Attachment C: Portland Harbor Workforce Demographics

Attachment D: Economic Linkages from Marine Industrial Businesses

Attachment E: Brownfield/Greenfield Development Cost Comparison Study

Attachment F: City Recommended Projects – TSP Summary Chart

Attachment G: West Coast Ports Tonnage

Established in 2005, the Working Waterfront Coalition, with its extensive knowledge of harbor industry needs and active industry participation, is dedicated to working with its partners to ensure an appropriate balance between environmental concerns and the needs of river-related, river-dependent employers. Portland's Harbor is a vital employment area: home to thousands of valuable high-wage, high-benefit jobs. In addition, WWC members are conscientious stewards of the environment, making significant investments in the harbor consistent with state and federal laws.

**City of Portland EOA / Comprehensive Plan Amendments
WWC Issue Matrix**

Issue	WWC's Position	PSC Recommendation	WWC's Response
1. <u>Cargo Forecast</u> . Should the City assume a medium-growth cargo forecast for harbor-related tonnage across all cargo types?	<u>Yes.</u> <ul style="list-style-type: none"> A low-growth cargo forecast is not supported by substantial evidence in the record. A low forecast overlooks historical trends, recent infrastructure improvements and it sends the wrong message to Oregon businesses and the public. A low cargo forecast is inconsistent with region's forecast assumptions 	<u>No.</u> PSC adopted a low cargo forecast due to land supply challenges.	The City Council should adopt a medium-growth forecast for harbor-related tonnage across all cargo types.
2. <u>Brownfield Redevelopment</u> . Should the City assume that a large amount of brownfield redevelopment to industrial uses will occur in the harbor during the 20 year planning period?	<u>No.</u> <ul style="list-style-type: none"> Brownfield re-development to industrial is difficult due to time and cost associated with addressing contamination, ownership issues and the market constraints on industrial property (industrial attracts only \$5-7 /foot, regardless of what it costs to bring it to market readiness). 	<u>Yes.</u> PSC assumed 60% brownfield re-development in Portland harbor, which is 20% higher than what they assumed in the 2012 adopted EOA.	The City Council should assume a more modest amount of brownfield redevelopment along the harbor during the 20 year planning period, until brownfield redevelopment returns a reasonable amount of land to the industrial supply along the harbor.
3. <u>Unfunded Transportation Improvements</u> . Should the City assume that unfunded transportation improvements will create more cargo efficiency and increase industrial land capacity along the harbor?	<u>No.</u> <ul style="list-style-type: none"> The city should not take credit for the additional through-put that could result from transportation investments and the elimination of bottlenecks if there isn't certainty (funding or other commitments) around specific rail and road projects that support harbor businesses. 	<u>Yes.</u> PSC adopted the TSP with 78% of city resources targeted to active transportation projects instead of improvements to road and rail to support harbor businesses.	The City Council should not assume that improvements to the transportation system will create more cargo efficiency and increase industrial land capacity until such improvements are funded.
4. <u>Office Job Relocation</u> . Should the City assume that office jobs associated with harbor businesses will move elsewhere and increase industrial land capacity along the harbor?	<u>No.</u> <ul style="list-style-type: none"> The admin functions for the harbor businesses are limited and intended to serve the business operations. Moving that function would both affect the efficiency of the operation and add cost. 	<u>Yes.</u> PSC low forecast assumes a share of harbor businesses' administration functions move to free up more industrial land in the harbor.	The City Council should not assume that office jobs associated with harbor businesses will relocate and increase industrial land capacity along the harbor, until there is substantial evidence over a period of time that job movement is occurring and land capacity is increasing as a result.
5. <u>Middle Income Jobs</u> . Should the City support additional middle income job growth in the Portland harbor?	<u>Yes</u> <ul style="list-style-type: none"> The harbor employs more than 31,000 men and women and supports 29,000 more employees that are largely paid middle income wages. This is a place of job diversity and predominantly middle wages. Job growth here is what our City needs to ensure future work force diversity and wages to afford a reasonable standard of living in Portland. The businesses in the harbor are major employers in this City. More than fifty percent of their procurement of supplies, raw materials, capital goods and services comes from small local businesses. This relationship is meaningful to the neighborhoods and the folks employed as a result. 	<u>No.</u> PSC low forecast assumes 1% or less of annual growth in the harbor -- limiting job opportunities and procurements of supplies, raw materials and services from local businesses.	The city council should assume a more robust harbor forecast consistent with data and trends and provide support in the Comprehensive Plan for middle income jobs growth by <ul style="list-style-type: none"> Targeting investment and policies to support harbor business expansion Expediting permitting Addressing conflicting regulations that hinder harbor business investment

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 9:17 AM
To: Katherine Wilson
Cc: BPS Comprehensive Plan Testimony
Subject: RE: BPS Testimony for Tonight's Hearing January 7, 2016

Dear Katherine,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comp plan email inbox. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Katherine Wilson [mailto:katherinewil@gmail.com]
Sent: Thursday, January 07, 2016 11:50 PM
To: BPS Mailbox <BPSMBX@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Frost, Liam <Liam.Frost@portlandoregon.gov>
Subject: BPS Testimony for Tonight's Hearing January 7, 2016

Dear Esteemed Mayor and City Council,

My name is Katherine Wilson. I was once nicknamed "The Godmother of Film in Oregon." My Nez Perce Elders gave me my Indian name of Redhawk.

I am also a 6th generation Oregonian on my Mother's side. My husband and I have commuted to work in Portland for 40-some years. We have worked on over 45 films in Portland alone. My husband has recently been working on "Grimm" for the last 5 years.

I am a screenplay writer and Producer. I worked on all 3 of Oregon's biggest Academy Award winners and it's largest grossing films. <http://imdb.me/katherinewilson>. My husband's credits are linked to mine under 'spouse': Philip Krysl.

I took the day off of editing my current film to drive 3 hours to Portland today to first visit with the Governor's Office of Film's Project Manager, and then with the Film Commissioner; as I was coming to testify at your hearing.

An elderly friend went at 4:30 to sign up for me while I drove there. But they wouldn't allow her to put my name on the list. **I didn't get to testify.**

I just got back. It's 10:30 pm. Mayor Charlie said we could write to you if we couldn't testify due to time limits. I hope I can get this to you before midnight!

But my heart was filled hearing this incredible community speak their hearts while I was there.

This is what I would have said: "I have something to offer all of you!" And it will meet almost every single goal in your Plan! (See below)

What's my plan? It's a vision I have had since 1973 when I started growing this industry:

SAVE TERMINAL ONE! Put it in a land bank. Lease it to the film industry! Why? Oregon's Film Industry needs a home, a studio, a central gathering place.

- Grimm tried to rent it. It's perfect AS IS for our INDUSTRY.
 - Perfect for the Semi's who need access to the Freeways
 - Perfect for the various 12 separate film departments with its Garage doors for loading and unloading
 - Perfect for building sets in.
 - Will foster low carbon footprint with its proximity to the train station and Trimet.
 - Enough space for parking for cast, crew, trucks AND Semi's!

- Near filmmakers' favorite restaurants and shopping!
- Space for moving vintage structures onto to create a back lot!
- A place big enough to intern young people into the business
- An eventual Tourism destination
- A green industry,
- But in an industrial area where we can use special effects
- A place with open sky for shooting, especially period pictures that need no modern telephone wires and cables.
- Great light, clear fir, and non toxic building materials for sensitive artists
- Besides all that:
 - Keep this last piece of Portland land for the next 7 generations!
 - It is just a few hundred feet from a residential area.
 - It could support bringing jobs by having space for large budget features

It meets the Zoning requirements with out being a typical industrial pollutant!

Here is how it meets the outcomes of YOUR plan (in italics), and I quote:

"Vision

Portland is a prosperous, healthy, equitable and resilient city where everyone has access to opportunity and is

engaged in shaping decisions that affect their lives. Guiding principles

Not just where but HOW Portland will grow. The Comprehensive Plan includes five Guiding Principles to recognize that implementation of this Plan must be balanced, integrated and multi-disciplinary. The influence of the

Guiding Principles is seen throughout the Plan as they shape many of the individual policies and projects.

Economic Prosperity

Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

My husband makes \$100,000 a year driving a Set Dec truck with out a diploma!

***Avoid or minimize negative health impacts** and improve opportunities for Portlanders to lead

healthy, active lives.

***Environmental Health**

Weave nature into the city and foster a healthy environment that sustains people, neighborhoods,

and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of

Portland's air, water and land.

****DON'T LET A TOXIC INDUSTRY BE THE HIGHEST BIDDER! Keep it off the market!***

Equity

Promote equity and environmental justice by reducing disparities, minimizing burdens, extending

community benefits, increasing the amount of affordable housing, affirmatively furthering fair

housing, proactively fighting displacement, and **improving socio-economic opportunities for**

under-served and under-represented populations. *ARTISTS and people of color.*

Intentionally engage under-served and underrepresented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

Resilience

Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts. “

The Film Industry is one of Portland's fastest growing industries! Grimm alone brought \$250 MILLION into the Portland Metro's economy!

But, please, don't just do it for me, even though I need it for my next feature film, but because Portland needs it for its next feature film, tv series, the Film Industry Community needs it, and our Children and Grandchildren may eventually need it for other even more important reasons!

Thank you so much for your time. Please call me if I can answer any questions.

My Very Best,

Katherine Wilson

PO Box 398

Walterville, Oregon 97489

(541) 521-3378

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 9:01 AM
To: David Kemper
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comp Plan Testimony Irvington Historic District

Dear David,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comp plan email inbox. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office.

Sincerely,

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

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

From: David Kemper [mailto:djk@djk.name]
Sent: Friday, January 08, 2016 7:53 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; commissioner-novick@portlandoregon.gov; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>
Subject: Comp Plan Testimony Irvington Historic District

Dear Mayor and Commissioners,

While this email may be too late, I am hoping to add my voice to the discussion regarding the proposed zoning change moving the commercial node at 15th and Brazee from R5 to CM1.

In summary: I am against the change.

This commercial node is a one-off single-story building in the middle of predominantly single-family homes. In its current state the commercial node blends as best it can with the surrounding houses, and its residential zoning curbs what can be done in that space (e.g., closure by 11PM vs. 2AM).

I was concerned when Hop House received a full liquor license; beer and wine was the limit at that location in the past. With commercial zoning, what could be next? A liquor store? The three businesses at that location appear to be working well with the current zoning.

There is an abundance of commercial property within easy walking distance of the commercial strips of Broadway and Fremont Streets. Please keep 15th and Brazee residential.

Thank you for your consideration.

David Kemper
2639 NE 16th Avenue
Portland, OR 97212
503-282-0630

Arevalo, Nora

From: Vijay Balakrishnan <bvijaykr@gmail.com>
Sent: Friday, January 08, 2016 8:54 AM
To: BPS Comprehensive Plan Testimony
Subject: Re: Comprehensive Plan testimony

Summary:

1. Enact a 24 month moratorium on big box apartment buildings - to be lifted when the comprehensive plan is enacted.
2. Support and implement the Division Design Initiatives Policy Recommendations and implement them in the Comprehensive Plan.
3. Run a City Government that is for the people, by the people and not just for the developers and their lobbyists.

Data from Division St shows 80% of renters/households in that sampled area use cars-this is after 2 years of social engineering there of buildings with no or minimal parking. I want a pollution free city and bike friendly neighborhood. But, there needs to be a balance. Hey developers-make your profits but also be socially responsible/accountable to the problems you leave behind for the neighborhood to deal with for years to come. The anonymous REIT's they flip to don't give a hoot about the neighborhood as long as they can get their steady monthly income from it.

We need Solar access right for neighborhoods affected by big box developments. We need proper notification mechanisms to neighbors at the Early Assistance stage of a development.

Vijay Balakrishnan
 Address:
 4408 SE Morrison St
 Portland, OR 97215

On Thu, Jan 7, 2016 at 10:30 PM, Vijay Balakrishnan <bvijaykr@gmail.com> wrote:

Summary:

1. Enact a 24 month moratorium on big box apartment buildings - to be lifted when the comprehensive plan is enacted.
2. Support and implement the Division Design Initiatives Policy Recommendations and implement them in the Comprehensive Plan.
3. Run a City Government that is for the people, by the people and not just for the developers and their lobbyists.

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We need Solar access right for neighborhoods affected by big box developments. We need proper notification mechanisms to neighbors at the Early Assistance stage of a development.

Arevalo, Nora

From: Dori Lyon <dorilyon.lpc@gmail.com>
Sent: Friday, January 08, 2016 8:49 AM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Comprehensive Plan Testimony

----- Forwarded message -----

From: **Dori Lyon** <dorilyon.lpc@gmail.com>
Date: Fri, Jan 8, 2016 at 8:47 AM
Subject: Comprehensive Plan Testimony
To: cputestimony@portlandoregon.gov

Hello,

I just want to add that before developers bull doze their way into our neighborhoods they need to have etiquette training.

For example, they need to obey the speed limits and not block drive ways or sidewalks when they are working on a project. If they are going to need more space they need to have adequate signs up for detours so drivers and pedestrians are not passing by when it is dangerous. For example, it would be best to block the street and re-route drivers if they are going to block the street for any length of time.

Also, it would be helpful if the developers notified the adjacent neighbors near the project about the start and expected end date of the proposed project.

Open communication about the project with the neighbors effected by the project needs to take priority. For instance, in my neighborhood there were 3 McMansions built. For over 6 months the neighbors had to deal with construction from this. I don't think they should be allowed to take that long on a project, holding the neighbors hostage to noise and disruption for that long.

It took them way too long since they did one house at a time. Neighbors had to deal with the noise, and commercial trucks in their area for over 6 months. If they have more then one home to develop in an area they need to do it all at once, not prolong the project for 6 or more months. Also, some kind of compensation for the neighbors during the disruption would be considerate: maybe a dinner voucher or grocery voucher..neighbors deserve some kind of compensation for putting up with the development in their once quiet neighborhoods.

Thanks for listening,

Dori Lyon
 7006 NE Hassalo St.
 Portland, OR 97213
971-344-5714

Arevalo, Nora

From: kammymatt@aol.com
Sent: Thursday, January 07, 2016 10:58 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan

I am very concerned about the lack of thoughtful parking requirements for new high density housing on NE Halsey at 52nd (and on NE Sandy and NE Fremont) and the excessive emphasis on buildings that are over-sized for our modest, yet charming and heretofore livable and personal neighborhoods. I am mostly a bicycle commuter myself and a big fan of transit, but it is not realistic that new residents will not have cars, and when they do, they will congest our narrow streets with parked cars, disrupt our quiet and privacy, and diminish our quality of life. A reasonable amount of new parking, e.g. underground of new buildings, must be required. If not, traffic will worsen on now, quiet neighborhood streets with condo residents trolling for parking and the safety of our kids and adults will be affected, as will our ability to assure friends they can visit and find a place to park.

I am also very troubled by the wave of demolitions and re-building of houses completely beyond the scale of neighbor houses, and was very disappointed to learn that the proposed \$25K tax was rejected by City Council today. It should be expensive to tear down a perfectly good house, especially to offset the cost of waste disposal, etc to the community, not to mention dispersal of dangerous lead and asbestos and chemicals found in destroyed homes and diminished quality of life for neighbors when a giant home fills the lot. The environmental costs and carbon footprint of tear-downs and new building construction are astronomical. At the very least, deconstruction should be required and new homes should be limited to being no larger than the nearest, historic large home. Perhaps remodeling fees should be minimal to incentivize that over demolition. Home demolition is completely antithetical to our City's focus on sustainability and it negatively impacts neighbor's privacy, sun and light access and aesthetic and psychic experience. Portland is starting to feel as congested, unaffordable (does to large, high end development) and boxed in as Seattle and for the first time ever, I would consider moving away.

Lastly, I am very concerned about the increasing lack of affordable housing in Portland. The City must require each new development to include a meaningful percentage, e.g. 30%, of affordable housing in order to build. There is no reason to "give away the farm" since folks are clamoring to move here.

I fear that the developers have taken over City Council and our leaders have lost sight of what make Portland's neighborhood's great. Please protect the quality of life of old Portland.

Thank you for your attention,

Kammy Kern-Korot
3334 NE 61st Avenue
Portland OR 97213

Arevalo, Nora

From: Julia Hall <juliahall@cuneocellars.com>
Sent: Thursday, January 07, 2016 10:37 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

To Whom it May Concern,

I am very concerned about the Stroheckers's Grocery at 2855 SW Patton Rd. property may be rezoned. I strongly recommend that the city council keep the Ordinance No. 155609 be kept intact.

From a concerned neighbor,

Julia and John Hall
5021 SW Maple Lane
Portland, OR 97221

January 7, 2016

City of Portland Bureau of Planning and Sustainability
Attn: Mixed Use Zones Project
1900 SW 4th Avenue Suite 7100
Portland, OR 97201

Re: Comments to Mixed Use Zones Project on Behalf of Pepsi Beverages Company

Dear Portland City Council:

I am writing on behalf of Pepsi Beverages Company ("PBC") and we wish to make a statement on the record with the City Council for it to consider a change from the proposed Commercial/mixed use zones to a General Employment zoning with respect to the area where we currently operate two locations.

PBC supports the Mixed Use Zones Project ("MUZ") to implement Portland's new Comprehensive Plan to ensure the management of growth in Portland's neighborhood and communities and to provide long-term solutions to affordable housing and economic opportunities for well-paying jobs for its residents.

Our understanding is that we are now at a stage where the City Council is considering the Planning and Sustainability Commission's (PSC) Recommended Comprehensive Plan and Map, and that the PSC's recommended Comprehensive Plan designation for our site is Mixed Use – Urban Center. The issue is that PBC requires more flexibility to continue operations in the area and park heavy trucks and equipment on-site. Our understanding is that the PSC is considering changes to allow more flexibility for Warehouse and Freight Movement uses in the commercial/mixed use zones, but none of the commercial/mixed use zones will likely allow parking of heavy trucks. It is our understanding that the General Employment zones (EG1, EG2) will allow heavy truck parking with some limitations, however, this would require a change in designation from "Mixed Use – Urban Center" to "Mixed Employment" in order to allow the EG1 or EG2 zone to be implemented. PBC is formally requesting that the City Council consider implementing such a change.

Andrew Paget, Market Director, Oregon Market, Elizabeth Drown, Regional Product Availability Manager and Greg Haskin, PepsiCo Government Affairs Senior Director and I attended the Information Session on the Mixed Use Zones Project Discussion Draft of zoning code and map amendments on October 7th. Obviously these proposed changes are a concern for our current operations, future plans and their impact on our direct business footprint including the impact of nearby parking and transportation routes. We presently operate two locations, 2505 NE Pacific and 2627 NE Sandy Blvd in Portland, OR that are potentially impacted.

These locations are critical to our operations and PBC has been a viable business in Portland and in the State of Oregon for well over 50 years. We currently employ 232 full time employees. We are an integral part of the community in not only our day to day business operations but with our goodwill

towards the community. We have provided product donations to support the following in and around the Portland market:

- Centennial high school booster club
- Birch community services
- Friends of the Library
- Bureau of the Police/ Portland
- Colton FFA
- National Brain Tumor Society
- American Cancer Society/Oregon
- Washington County Justice
- Crimes Against Victims
- Sprague High school Booster Club
- Special Olympics
- Doernbechers Children's Hospital
- Portland Rose Festival
- Hydrocephalus Association
- Serendipity Center
- Serres Green House
- Clark County Veterans Association Center
- Chris Dudley Foundation for Diabetes
- Clackamas Emergency Services
- Adventist Medical Center
- St. Mary's home for boys

Our employees support and participate in the following:

- Leukemia & Lymphoma Society: 25+ employees signed up to take part in the Light the Night Walk on October 24th. Our location raised \$2,900 for the Leukemia & Lymphoma Society.
- Delete Blood Cancer: 55 employees registered as bone marrow donors.
- School Supply Drive: \$500+ donated in school supplies. The supplies will be allocated to high school teachers in the area.
- PepsiCo Feeds America: 20+ Employees attended the event to package food for the Oregon Food Bank, resulting in thousands of pounds of food for our fellow Portlanders!
- Ally Day: Recognition and celebration of the LGBT Community; showing support of equality and sensitivity in the workplace.

City of Portland Bureau of Planning and Sustainability
January 7, 2016
Page 3 of 3

While considering these major zoning changes we believe it is also important to consider how businesses are currently operating in the community and how these changes have the potential to impact them. We think it is important to highlight all these activities to make sure that the City of Portland knows that we are not only a thriving distribution company that has been a staple in Portland for many years, but we are also making a difference in Portland for both our employees and the communities in which they live and work.

Can you please provide us with some written assurance that the City Council will consider our request to examine the proposed zoning change, or that the zoning changes recommended by the PSC will not impact our current operations.

Respectfully submitted,

Kevin FitzPatrick
Supply Chain Operations Manager - GTM
Pepsi Beverages Company

Arevalo, Nora

From: Amy Brewer <amybrewer@clncsunnyside.net>
Sent: Thursday, January 07, 2016 10:14 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Comprehensive Plan Testimony

Including address in signature.

----- Forwarded message -----

From: Amy Brewer <amybrewer@clncsunnyside.net>
Date: Thu, Jan 7, 2016 at 10:12 PM
Subject: Comprehensive Plan Testimony
To: cputestimony@portlandoregon.gov

Amy Brewer, #25, further testimony - Enter in to testimony article "*Sunnyside's Getting Darker*" and my *Letter to the Editor*, both in the January, 2016 edition of The Southeast Examiner.

Extracting light equity from adjacent homes and creating premium investment products to be divested to undisclosed investors devalues the livability and value of Portland's family homes to the benefit of the international real estate investment market. This is not serving the citizens of Portland and is a business model that negatively impacts citizens today AND in the future for generations.

To address Mr. Novick's introduction in the meeting tonight, yes, development will happen. We want to share light and welcoming spaces with our new neighbors and continue to enhance our communities instead of darkening and devaluing them in the name of what's best for developer profits. Development has many shades of success, and they should be determined by the benefits received by the dwellers, neighbors and neighborhood. The answer to Portland density is design that creates heritage class buildings and is congruent and of benefit to the surrounding structures and neighborhood. Big box apartment buildings are punitive on the existing and future neighbors, and are designed specifically and exclusively in the interest of the selling to undisclosed investors on the international real estate investment market (Enter in to testimony article outlining Green Light Development business model - *Burnside 26 apartments, whose 'Luke and Jess' video sparked backlash, sell for \$41.5 million, Oregonian, Luke Hamill, August 19, 2015*).

- 1. Enact a 24 month moratorium on big box apartment buildings - to be lifted when the comprehensive plan is enacted.**
- 2. Support and implement the Division Design Initiatives Policy Recommendations and implement them in the Comprehensive Plan.**

The current and future citizens of Portland will all benefit with light access and breathing room for existing and future neighbors. Save and protect the livability of our existing neighborhoods before it's too late.

Thank you.

--
 Amy Brewer
amybrewer@clncsunnyside.net

Clear Light Neighborhood Coalition - Sunnyside

www.clncsunnyside.net

[503.478.1997](tel:503.478.1997)

CLNC works for transparency in the real estate development process, by supporting and implementing clear communication channels for neighbors who want to work with developers and governing agencies.

--

Amy Brewer

4408 SE Morrison Street

Portland OR 97215

amybrewer@clncsunnyside.net

Clear Light Neighborhood Coalition - Sunnyside

www.clncsunnyside.net

[503.478.1997](tel:503.478.1997)

CLNC works for transparency in the real estate development process, by supporting and implementing clear communication channels for neighbors who want to work with developers and governing agencies.



**OFFICE of EQUITY
and HUMAN RIGHTS**
CITY OF PORTLAND

Realizing Equity. Enhancing the City of Portland.

Commissioner in Charge:
Charlie Hales, Mayor

Bureau Director:
Dante J. James, Esq.

January 6, 2015

Dear City Council and Bureau of Planning and Sustainability:

Overview: These comments represent the views of the Portland Commission on Disability (PCoD) and the Accessibility in the Built Environment Subcommittee (ABE) as they pertain to the City of Portland's 2035 Comprehensive Plan.

Public Testimony: These comments will accompany verbal testimony to City Council on January 7, 2015.

**Portland Commission
On Disability**

Executive Committee

Lavaun Heaster
Chair

Suzanne Stahl
Vice Chair

Joe VanderVeer
Chair Emeritus

Rick Hammond

Philip Wolfe

Advances in Policies Pertaining to People with Disabilities: PCoD would like to commend the City for advancing policies pertaining to people with disabilities. Throughout the Vision PDX, Portland Plan, and Comprehensive Plan processes, the City has continued to integrate testimony into its plans and processes. Additionally, the work on the Transition Plan (e.g., addressing public facilities that need improved accessibility features), adoption of the Model Employer of People with Disabilities Resolution and captioning, as well as other new efforts, show an evolution from our elected officials and civil servants.

Policies that Support People with Disabilities:

Urban Form

- **Policy 3.4 All ages and abilities.** Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages.
- **Policy 3.19 Accessibility.** Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.

Design and Development

- **Policy 4.5 Pedestrian-oriented design.** Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

- **Policy 4.10 Design for active living.** Encourage development and building and site design that promotes a healthy level of physical activity in daily life.
- **Policy 4.15 Residential area continuity and adaptability.** Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.
- **Policy 4.25 Active gathering places.** Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

Housing

- **Policy 5.18 Aging in place.** Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.
- **Policy 5.4 Housing types.** Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; prefabricated homes such as manufactured, modular and mobile homes; co-housing; and clustered housing/clustered services.
- **Policy 5.5 Housing in centers.** Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.
- **Policy 5.6 Adaptable housing.** Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.
- **Policy 5.7 Physically-accessible housing.** Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.
- **Policy 5.8 Accessible design for all.** Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, through the use of Universal Design Principles.

Transportation

- **Policy 9.18 Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

Additional Suggestion:

- **Policy 9.6 transportation modes should be prioritized in the following order (note that numbers 2 & 3 have been reversed):** 1) Walking, 2) Transit, 3) Bicycling, 4) Taxi/commercial transit/shared vehicles, 5) Zero emission vehicles, and 5) Other single occupancy vehicles.

As the Comprehensive Plan moves forward we would like to encourage you to continue seeking out information and perspective from the Portland Commission on Disability and the many community member with lived experience who are eager to share their wisdom.

Thank you for your dedication to this important work.

Lavaun Heaster

Chair of the Portland Commission on Disability

Arevalo, Nora

From: Heather FlintChatto <heather@newbuildings.org>
Sent: Thursday, January 07, 2016 9:44 PM
To: BPS Comprehensive Plan Testimony
Cc: Cunningham, Bill; Nettekoven, Linda; Manning, Barry; Adamsick, Claire; Mason, Vinh; Stockton, Marty; Hales, Mayor
Subject: Solar Equity & Innovation Comp Plan Testimony
Attachments: Solar Policy -Comp Plan Comment Letter 1.7.2016.pdf

On behalf of myself, I am writing to submit the attached DRAFT "Equity & Innovation Solar Policy" Recommendations as testimony on the Comprehensive Plan.

Thank you for your consideration,
Heather Flint Chatto, Urban Planner & Designer, LEED AP
2121 SE 32nd Avenue Portland OR 97214

P.S. I would have submitted it in person but they were turning people away at the hearing.

PROPOSED EQUITY & INNOVATION SOLAR POLICY

Comprehensive Plan Policy Implications & Recommendations

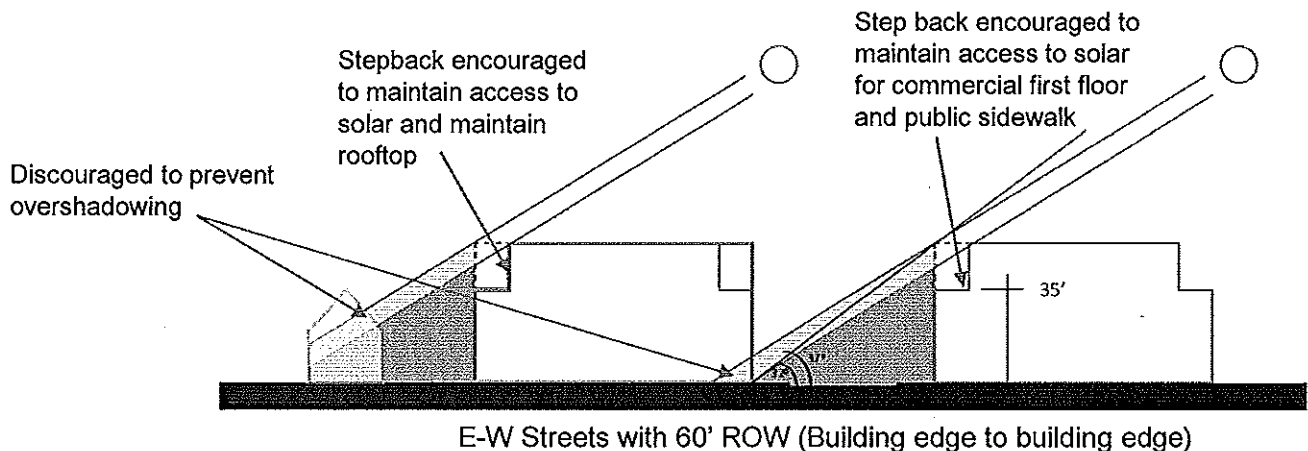
Comprehensive Plan

1. Maintain fair and reasonable access to sun, air and light for buildings, residents and the pedestrian right way.
2. Scale Building Heights to Street Widths -> Build taller buildings on wider streets.
3. Growth Strategy: Focus taller buildings on North-South Streets where shading impact is the least impactful to adjacent existing residential neighborhoods

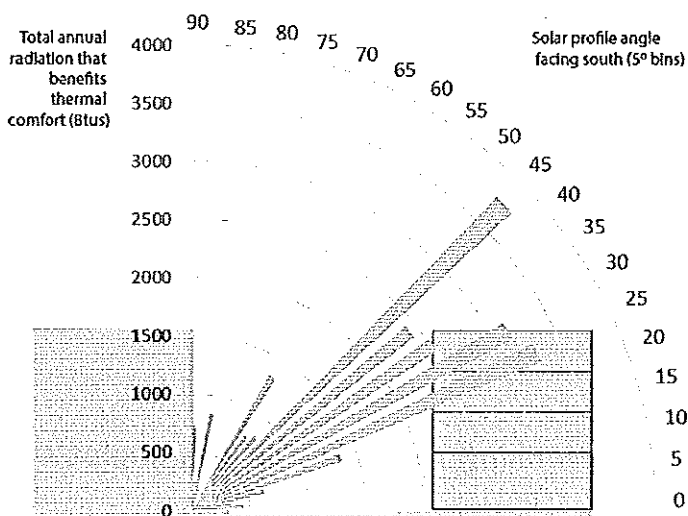
Mixed Use Zoning Recommendations:

1. 8'-12' step back of main street building façade beginning at 4th floor of street frontage
 - a. Specifically on narrow/60' E-W main street corridors. (e.g. Division, Sellwood)
 - b. Areas with a Neighborhood Center designation if desired (Woodstock)
 - c. Areas with smaller scale historic main street character (e.g Hawthorne, Mississippi, Belmont)
2. Provide windows on all sides of upper stories of residential buildings
3. Provide light wells where a building is planned to abut another future building façade

Encouraged and Discouraged Building Form & Shading Conditions on East-West Streets



PRELIMINARY SOLAR ANALYSIS FOR 60' RIGHT OF WAY (ROW)

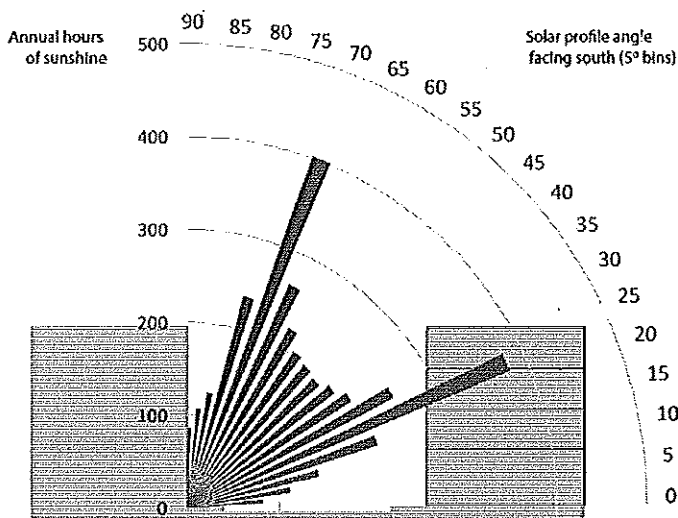


The Radial charts:

1. The number of hours per year that the sun is at a certain elevation, define by bins of 5 degree increments (and where each number represents 5 degrees less and up to that number), as measured off the horizon facing due south.

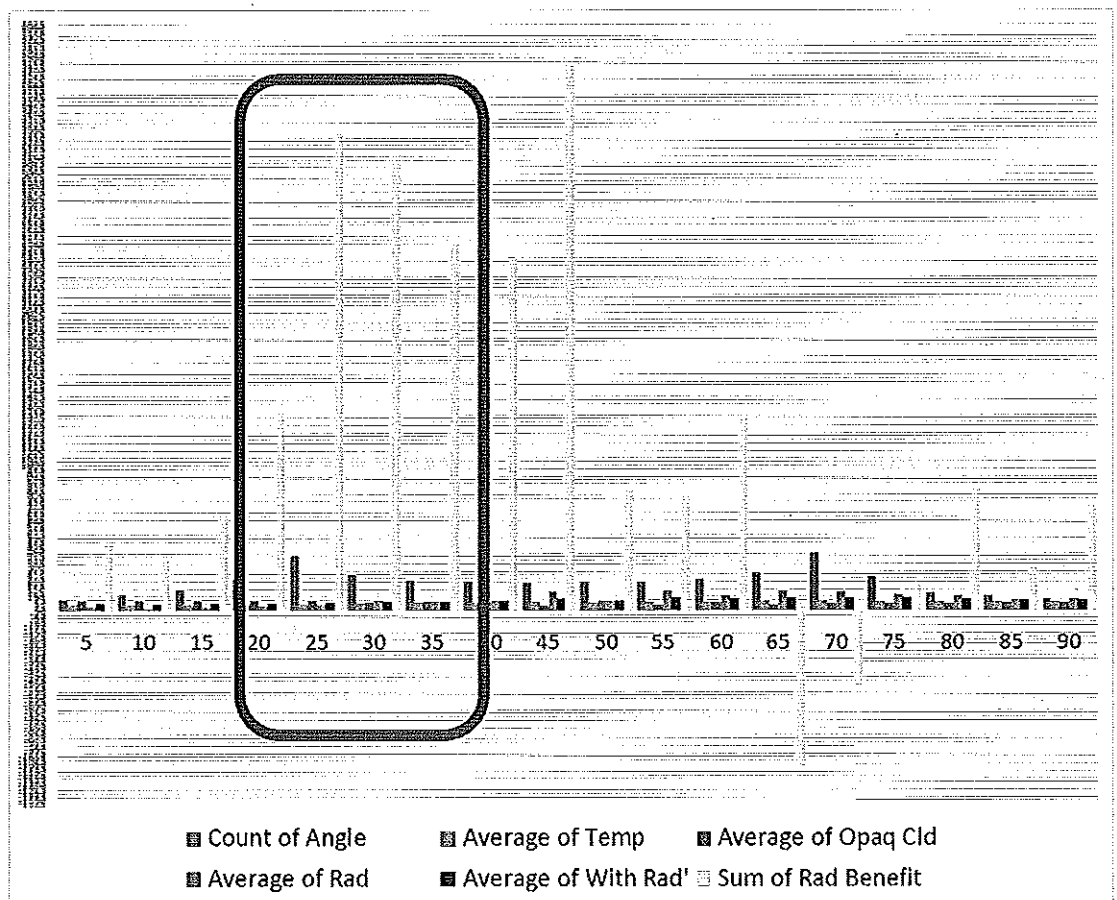
The sum of radiation is the number of useful BTUs (to bring effective temperature for a person outside up to 75F comfort), with the same southern angle binning.

Solar Shading Impact Analysis 60' Wide Right of Way Street



2. This second radial chart shows the number of hours that the sun is at certain angle. This diagram shows the beneficial radiation (which counts radiation when temp is < 75F), which shows the preponderance of these hours at low angle winter times.

3. The chart below shows the average temp (F), average radiation (Btu) and average cloud cover (0-10).



Conclusions:

- A significant amount of radial benefit is lost when blocking 20-35 degree sun angles on E-W streets.
- Buildings built too tall on narrow east-west streets create a significant solar impact.

(Excerpt from the Climate Action Plan comment letter submitted by New Buildings Institute to the City of Portland in April 2015. NBI is a national nonprofit think tank for high performance green buildings, providing policy, technical research and design guidance for new and existing buildings.)

Portland has experienced a significant amount of new development recently, with wide community concerns expressed about loss of solar access to adjacent properties. To accomplish the objectives in 3B Installed Solar and as it relates to desired urban form in item 4Q Better Multifamily Buildings, it is necessary to address solar access protection. With the knowledge that increased density allows protection of the urban growth boundary and provides great efficiencies in land use, transportation and overall sustainability, we support infill development, adaptive reuse of existing buildings and higher density development goals. Increases in development can help meet these goals, but they may also result in greater impacts to existing neighborhoods and adjacent properties that are not fully documented or analyzed. These impacts may include loss of solar access, which reduces the capability of adjacent properties to independently generate energy through onsite renewables. Other cities in Oregon such as Clackamas and Ashland have adopted policies for solar access protection. Ashland's policy ensures that a shadow on the north property line shall not exceed a minimum level as measured on December 21st.

Oregon state law states the following:

227.190 Solar access ordinances; purpose; standards

(1) City councils may adopt and implement solar access ordinances. The ordinances shall provide and protect to the extent feasible solar access to the south face of buildings during solar heating hours, taking into account latitude, topography, microclimate, existing development, existing vegetation and planned uses and densities. The city council shall consider for inclusion in any solar access ordinance, but not be limited to, standards for:

- (a) The orientation of new streets, lots and parcels;
- (b) The placement, height, bulk and orientation of new buildings;
- (c) The type and placement of new trees on public street rights of way and other public property; and
- (d) Planned uses and densities to conserve energy, facilitate the use of solar energy, or both.

Given Comprehensive Planning goals for increased density, as well as resiliency and livability, and existing precedents in other Oregon communities, it is recommended that there be further consideration of solar access protection policies. We would encourage the Climate Action Plan to include the following direction that will help support more zero energy and low-energy buildings, protect solar access and help mitigate any significant impacts.

Specific recommendations:

- 1) Work with the City of Portland to adopt a solar access protection ordinance consistent with state policy **227.190** above and other leading cities and counties in Oregon (e.g. Ashland)
- 2) Coordinate with the BPS and BDS to addresses the topics in state statute **227.190** (a)-(d) above by incorporating, zoning code provisions, building design standards, and solar setbacks that help mitigate impacts to adjacent development, support livable and resilient communities, as well as energy self-sufficiency.
- 3) Integrate these policies with current Mixed Use Zoning project efforts to help ensure new zoning codes and policies for the placement, and allowed height and bulk of new buildings do not

significantly reduce the potential solar access of adjacent development and protects access to sunlight for both electricity generation systems and passive solar heating.

- 4) Require solar shading analysis as part of permit submittal requirements to assess impacts of new development to existing adjacent development.
- 5) Require mitigation for any significant impacts to loss of solar access. Below is the suggested language NBI provided in our comments on the Comprehensive plan:

Mitigate impacts from new development that substantively reduces solar access on adjacent properties and public rights-of-way. To balance goals for increased density in the Comprehensive Plan with the potential impacts from loss of solar access, all new development projects over 10,000 s.f. or over 35' in height should include a solar shading and impact analysis as well as a recommendation for mitigation of any substantive impacts on solar access.

Mitigation measures should include at least one of the following:

- a. Transfer of solar development credits
- b. Compensation to impacted individuals
- c. Development of (or contribution towards) shared community solar or other renewable projects.

*If solar access impacts are de minimis, then no mitigation would be required

Arevalo, Nora

From: Carol Adams <carolcadams@gmail.com>
Sent: Thursday, January 07, 2016 9:14 PM
To: BPS Comprehensive Plan Testimony
Cc: Portland Adams
Subject: Comprehensive plan testimony
Attachments: Stroheckers-sale.pdf; ATT00001.htm

Sent from my iPad

Begin forwarded message:

Date: January 7, 2016 at 8:55:31 PM PST
To: <cputestimony@portlandoregon.gov>
Subject: **Comprehensive Plan Testimony**

I support the Southwest Hills position on the issues surrounding the redevelopment of the Strohecker's property located at 2855 SW Patton Road, Portland, Oregon and want my name added to their petition.

Please uphold the intent of the 1984 Ordinance No. 155609.
Carol C Adams

3011 SW Nottingham Drive
Portland, Oregon 97201

January 7, 2016

RE: Portland Solar Equity & Innovation Policy

Portland City Council members:

As an urban designer, former comprehensive planner, and sustainability and environmental policy professional for over 17 years, I would like to advocate for your attention to a critical environmental and urban planning issue that needs attention now as part of your policy adoption efforts being considered while undertaking the Comprehensive Plan update: **Solar equity, energy efficiency, climate protection, and community resiliency.**

As our populations grow, and our urban sphere expands upwards to maintain our urban growth boundary, we are in need of more policy tools in our toolbox to ensure we are supporting our goals for both livability and density. From the hundreds of survey responses received from the Division Perceptions Survey about the negative impacts of recent development, there is a deep and widely held concern that we are moving backwards on livability, something we are so famous for that is indeed part of our brand and identity here in this great City.

The attached draft "Solar Equity and Innovation Policy" recommendations (while still in progress) should be considered for inclusion in the Comprehensive Plan Update and the Mixed Use Zoning proposals. As supporting background, I have also including some the preliminary solar analysis which demonstrates that:

- **Buildings built too tall on narrow east-west streets create a significant solar impact.**
- **A significant amount of radial benefit is lost when blocking 20-35 degree sun angles on narrow E-W streets with 60' ROW.**

A solar policy like the attached draft recommendations could help achieve more context-sensitive development and will go a long way towards engendering more broad support of mixed use density by existing communities as well as supporting more energy savings and resilience within our residential neighborhoods as well. Given Comprehensive Planning goals for increased density, as well as resiliency and livability, and existing precedents in other Oregon communities, it is recommended that there be further consideration of a solar equity and innovation policy for Portland.

The attached Climate Action Plan letter from NBI also documents the OR state statute that allows for solar access policies to be enacted by cities and counties and lists some recommendations for next steps.

Thank you for your attention to these draft policy recommendations. I encourage you to continue to be bold in your approach to livability and to further advance our national legacy of leadership in Portland.

Thank you so much for your community dedication and long-term vision,

Heather Flint Chatto, LEED AP, Urban Planner & Designer
2121 SE 32nd Avenue Portland, OR 97214

Portland Solar Equity & Innovation Policy for Consideration in the Comprehensive Plan Update PRELIMINARY DRAFT 1.7.16

GOALS

1. **Maintain Quality Access to Air & Light (Equity)**
2. **Encourage Climate and Community Resiliency through Innovative Energy Efficient Building Design (Environment)**
 - a. Provide incentives and bonuses for net zero energy and other ultra-low energy, verified, high performance buildings
3. **Retain Value for Commercial & Residential (Economy)**
 - a. Properties
 - b. Energy Generation/Solar (Hot water & PV)
 - c. Energy Efficient Passive Strategies (e.g. daylighting, thermal heating, and natural ventilation)
 - d. Urban Agriculture Production

POLICY RECOMMENDATIONS

1. Equity: Maintain Access to Air & Light

Recommendation:

- a. Maintain fair and reasonable access to sun, air and light for buildings, residents and the pedestrian right way.
- b. Provide windows on all sides of upper stories of residential buildings,
- c. Provide light wells where a building is planned to abut another future building façade

Why to support this policy:

- Support passive heating, and cooling and fosters more natural ventilation
- Minimizes large blank walls.
- Helps reduce overly concentrating windows on rear of buildings which can result in privacy impacts and "overlighting" at night of adjacent properties. Especially key where new development abuts residential zoning and existing residential uses.

2. Environment: Foster Innovative Building Design & Climate Resiliency

- a. Provide incentives to encourage compact, energy-efficient infill housing types. Buildings with x% solar or verified/certified ultra-low energy buildings (including net zero energy verified, or LEED, PassiveHaus, Earth Advantage certified mixed use buildings).

3. Economy: Retain Value for Commercial & Residential Properties:

Buildings built too tall on narrow east-west streets create a significant solar impact. This includes loss of access to the sun in the months Portlanders need it most for thermal comfort, heating, and daylighting, and also significantly impacts economic value for energy generation, and long term resiliency goals.

Policy Recommendation: Require a solar shading analysis as part of permit submittal requirements to identify and minimize/mitigate impacts where feasible through design strategies any significant overshadowing of an adjacent building or property. Measure solar shading onto adjacent properties on December 21st.

Why to support this policy:

- Saves energy and supports climate resiliency from passive heating and cooling, and natural daylighting.
- Excessive solar shading impacts thermal comfort. Access to natural daylight has commonly recognized and documented psycho-social impacts to health and well-being. Studies show connection between greater productivity and natural daylighting as well.
- Retain economic value of property owners on (or adjacent to buildings abutting) E-W corridors.

Arevalo, Nora

From: Ray Culi <ray@rnbdesign.org>
Sent: Thursday, January 07, 2016 9:04 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Tomorrow Night's Hearing on the Comp Plan / Background/ KEY Talking points

Dear Mayor & City Councillors

I am testifying on behalf of my family who lives on the same block as the cluster of properties at the southeast corner of NE Fremont and N Williams.

My wife and I and our three children live
 in a modest one-story house among Victorian cottages
 built in the 1800's. These are one to 1-1/2 story homes in
 the
 conservation district
 of Eliot neighborhood.

Everyone in this area has already been feeling the effects of the development explosion along Williams, and the
 effects
 , in our opinion,
 have been more negative than positive:
 gentrification, housing affordability issues, congestion, livability, air quality.

Traffic lineups along Fremont are worse than ever, and our kids are breathing the
 emissions
 of cars that idle for hours morning and evening
 right in front of our houses

I bike along Rodney everyday and it is increasingly dangerous with cars trying to avoid Williams Ave, taking
 short cuts and speeding over
 the newly installed
 speed bumps.

As I've stated before in previous hearings is that the infrastructure cannot support such
 aggressive
 growth, not to mention the impact it
 is already having
 on the neighboring single family homes. Upzoning the lots

to CM3 from what Planning has recommended would be a crime in my opinion
 , especially after the aggressive upzoning already received by the developers of the lots in this area.

Respectfully yours,
 Ray Culi

70 NE Fremont St.
Portland Oregon

Arevalo, Nora

From: Peter Adams <pfadams@fqrc.net>
Sent: Thursday, January 07, 2016 8:56 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony
Attachments: Stroheckers-sale.pdf; ATT00001.txt

I support the Southwest Hills position on the issues surrounding the redevelopment of the Strohecker's property located at 2855 SW Patton Road, Portland, Oregon and want my name added to their petition.

Please uphold the intent of the 1984 Ordinance No. 155609.

Peter F Adams

Peter F. Adams
3011 SW Nottingham Drive
Portland, Oregon 97201

From: Blythe Olson <blytheolson@gmail.com>
 Date: January 4, 2016 at 9:35:46 PM PST
 To: undisclosed-recipients;;
 Subject: **Strohecker's property - last chance for input**

Dear Neighbor,

After making a post on the website Nextdoor Southwest Hills about Stroh's yesterday, we have added 30 (and counting) more endorsers for our Comments for the City Council. In case you haven't seen it already, I'm sending you this copy of the post so that you can see what some other options are for giving input.

Quite a few neighbors are also submitting individual comments by email or plan to testify Thursday evening. I'll be re-submitting our November comments (tweaked slightly to take Stroh's impending closure into account) with all of the additional names by Thursday's deadline. As before, thanks for your involvement.

Here is the post made on the neighborhood website:

Strohecker's - RED ALERT

We are at a critical point for having our voices heard on what happens to the Strohecker's property. It is fine to want a New Seasons or cafe or community center but, unfortunately, this is not our decision to make. The California developer who recently bought this property will naturally do whatever the city allows to maximize his profit. We've spoken with both a land use attorney and real estate professional who independently advised that high-density condos would be the highest return on his \$5.4 million investment. Our best and perhaps only way to have a voice in what happens is by making sure that the city continues to honor the 1984 ordinance that neighbors fought so hard for to keep a grocery store on the property and to maintain neighborhood livability. A large group of neighbors living close to Stroh's submitted formal comments both to the zoning commission and city council on this issue in the past year and will be submitting them again with additional endorsers by the upcoming deadline (final city council hearing on Comp Plan affecting use of the property is this Thursday, Jan. 7th).

You can add your voice to demand this by signing on to our group comments and/or by submitting your own statement. Do this by contacting me with your name and address to join our group submission or speak up independently by one of the following means:

- Online: Go to www.portlandoregon.gov/bps/mapapp. You may need to copy and paste this link into a new window. Click on Land Use, View Map and then plug in the Stroh's address which is 2855 SW Patton Rd. There is a link for comments.
- Email: Send to cputestimony@portlandoregon.gov with "Comprehensive Plan Testimony" in the subject line. Be sure to include your name and mailing address and Stroh's address.

- Letter: Send to "Council Clerk 1221 SW 4th Ave., Rm 130 Portland 97204 Attn: Comp. Plan Testimony".
- In person: Attend public hearing Thursday January 7, 6-9 pm. Center for Self Enhancement (SEI) 3920 No. Kerby Ave. Sign up to give testimony at least one hour before hearing.

The ordinance for Strohecker's that was signed into law in 1984 is Ordinance No. 155609. If you wish a copy, I will send one via my e-mail. We strongly suggest that you ask the city council to keep it intact. If they do (which our zoning commission liaison has said is likely), then we will at least stand a chance of having some negotiating power on what goes in there. Remember, Jan. 7th is the deadline for comments.

Neighbors fought very, very hard in helping to formulate this ordinance in 1984. Having the new zoning designation honor it is truly our best chance for influencing what happens in the heart of our neighborhood. Livability, safety and property values are all at stake.

Blythe Olson
blytheolson@gmail.com

Arevalo, Nora

From: Blythe Olson <blytheolson@gmail.com>
Sent: Thursday, January 07, 2016 8:42 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony - second addendum to testimony submitted earlier today
Attachments: Comments - January 7th final .pages

Please add these additional 2 names to our comments submitted earlier for City Council consideration regarding the property at 2855 SW Patton Rd .

Jim Servo 2783 SW Montgomery Dr

Becki Servo 2783 SW Montgomery Dr

This brings the total number of signatories to our comments to 227 neighbors.

The updated Comments with all endorsers is attached.

Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman
1221 SW 4th Avenue, Room 110
Portland, OR 97204

Portland 2035 Comprehensive Plan

Re: Riverside Golf And Country Club

I am writing regarding Riverside Golf & Country Club's designation as future Industrial Sanctuary. I have been a member for 20 years. Riverside is important to me and my family and is certainly a historical landmark for the City of Portland. Riverside was even part of the Vanport Flood!!

- (1). Riverside has developed thousands of wonderful citizens for the City of Portland.*
- (2). Riverside has employed thousands of employees helping to drive the Portland economy.*
- (3). Riverside has put millions of dollars back into the Portland economy.*
- (4). Riverside has attracted many regional events drawing people in from all over the NW.*
- (5). Riverside is more than an industrial sanctuary but more a home for residents of North Portland.*

It would be a blight on the history of Portland to turn Riverside into an industrial sanctuary rather than keep it as historical environmental preserve. The city of Portland needs to retain Riverside in its current form and not designate it as a future industrial sanctuary. Riverside is an important recreational resource for all of Portland.

Sincerely,

Paula Patterson Wendorf

University of Oregon

First Team All American Golfer University of Oregon

1607 Pine Street

Lake Oswego, Oregon 97034

pauylgolf@hotmail.com

503-507-7239

Arevalo, Nora

From: Janine <j9lpdx@gmail.com>
Sent: Thursday, January 07, 2016 8:21 PM
To: BPS Comprehensive Plan Testimony
Subject: Public Testimony

Comprehensive Zoning Public Testimony

Janine Leaper

5095 SW Barnes Rd.

Portland, OR 97221

confidential phone number and email: 503-867-0676; j9lpdx@gmail.com

My property is located within both the urban growth boundary and the urban services boundary and practically touches W. Burnside, which is one of the main thoroughfares in the City of Portland. The zoning of my real property currently allows one residential dwelling per 10,000 ft; the City proposes to rezone my property in a manner that reduces the number of dwelling units that can be constructed to one per 20,000 ft.

The reasons given to the public for the proposed changes, appear to be in conflict with previous publications by or for local, state, and federal agencies—including recommendations and best practices.

A site by site analysis of actual conditions present is routinely provided by professionals engaged in development of specific parcels and or plats. Site development and construction in my immediate area is ongoing and the City's assertion that development in this area is not anticipated does not appear to be supported by the facts.

Historic studies of the area, reveal that neither the immediate area nor my property has experienced changes in the conditions of soil, fire, landslide or earthquake risk, which the City cites as its primary rationale for the proposed zoning change.

What has changed is the need for single family and or multi-family (non-apartment) housing to accommodate the influx of people moving to Portland. In 2014, more people relocated to Oregon than any other state. The

City should anticipate and be well prepared to provide citizens and visitors the much needed development and improvement of the infrastructure within the urban growth boundary.

The City's proposed changes will significantly impair and or deprive me of my constitutionally protected rights and interests, and I oppose the proposed zoning change of my property.

Thank you,

Janine Leaper

Arevalo, Nora

From: chevylane@juno.com
Sent: Thursday, January 07, 2016 8:18 PM
To: BPS Comprehensive Plan Testimony
Subject: CPU Testimony

TO Portland City Council,

Re: R5 Zone change for Powellhurst/Gilbert

We support the change from R2 to R5 in the Powellhurst/Gilbert Neighborhood and on our property.

This zone change is long over due. We have waited about 20 yrs for this.

We have been here 39 years and have had to watch frustrated home owners that we wanted to stay move out because they felt like the city of Portland didn't care about their properties. To jam all the in fill into these lots that were not designed for it, is just not suitable for livability. We end up with cars parked in the road ways and you can't see around them creating a visibility problem. Some ones going to get hit.

Little children and older kids have had near misses with cars because they can't be seen. Folks pulling out of a driveway can't see to turn due to the cars parked on each side creating a visual hazard. Can you live with that?

We have had nearly 100% turn over in the last 18 years in our area of Powellhurst/Gilbert due to the folks despising the current zones. The ugly in fill of houses that aren't built correctly or builders that don't adhere to regulations has proven to be disastrous on some of these lots.

The houses are literally falling apart. Owners have moved or abandoned houses causing blight in the area. As a neighborhood watch here, that has led to many phone calls for code compliance. The once new housing deterioration is obvious, creating blight that brings down our own home values.

The relief to know that a regular house and lot that is pleasing to the eye and fits the area will help us all to retain our livability, safety, and ability to sell some thing that looks normal, is a breath of fresh air. No one wants to live next door to some odd looking house that is 14 feet wide and 3 stories tall that looks out of place. Row house or other wise, the designs don't fit in with the typical cape cods, 50's ranch house and small cottages of post war era we have out here.

The values of our homes out here have taken a beating and its just not fair to the home owners. The FEMA enforced flood plain along with group homes that house sex offenders due to the Federal Fair Housing Act have caused home values to go down about 15+%. Then to have in fill that does not blend with post war houses to fit new regulations for flood plains makes this area look odd to say the least.

I know we speak for alot of home owners out here who want the land lots to remain normal looking. We do not want homes so tall that the residents can look out their windows and view back yards and in folks windows so that no one has any privacy.

As far as mixed use is concerned, in all the area that we live in, including Lents, we now have buildings standing vacant that look odd that have no business or tenants living in them. We know the city wants to have some sort of mass transit on main arterials with businesses and tenants with the idea of the folks living where they work. We are not set up for the infrastructure to do this. This will take millions to do and by that time taxes will be so high you will price folks right out of here.

With mixed use we are headed for more blight and vacancies. As a neighborhood watch this alarms me. When the land looks normal and houses are placed correctly, watches have less trouble with the homes staying occupied with tenants

or owners. Livability becomes an issue when you change the over all look of any community. We become an attractive nuisance and with that comes problems for keeping folks here that want their house values to remain strong.

With the zone changes pending, we would like a building moratorium placed on the area until this goes into affect. We want to make sure builders don't rush to build some thing inappropriate to get in under the deadline. Thats been done as well.

Thank you so much for the change to R5 for us. We do ask that there would be no mixed use along 122nd in a fully residential area. This will cause much trouble for us here. Placing more cars parked on the sides of the road where there is no room causing major visual problems.

We would also prefer our area to all be R5. We are so tired of seeing all the trees being cut down for the in fill changes.

Sincerely,
Matt and Pati Hall
5230 SE 118th Ave
Portland, Oregon
97266

Brian Posewitz
8508 SE 11th Ave.
Portland, OR 97202
503-432-8249
brianposewitz@comcast.net

January 7, 2016

Mayor Charlie Hales and City Commissioners
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 97204

Re: Comprehensive Plan Recommended Draft

Dear Mayor Hales and Members of the Commission:

Please consider my following comments on the Comprehensive Plan Recommended Draft ("Draft"):

1. The Plan Appropriately Encourages A Compact Urban Form. I understand that a general theme of the Draft is to encourage Portland to grow in a compact urban form, in part through increased housing density and increased building heights. I strongly support this general philosophy as a way to reduce infrastructure costs and to reduce automobile transportation (and the associated environmental impacts). The compact form also creates a more aesthetically pleasing, vibrant community (relative to sprawling, disconnected development).

2. The Plan Should Allow For Change To "Existing Character." Recent acceleration in urban development (likely a temporary product of low interest rates and other factors) has created a backlash from residents seeking to preserve the "existing character" of neighborhoods. While that may make sense in a few old, established neighborhoods that were built with a distinct consistent theme (parts of Eastmoreland for example), it doesn't make sense for most neighborhoods. Most neighborhoods can benefit from change – from having deteriorating and unkempt buildings replaced with new ones; and from having taller, denser buildings bring life and vibrancy to the neighborhood. Moreover, faced with growth at rates anticipated, we need to either accept change to the character of existing neighborhoods (including changes in density and scale) or accept sprawl into the outlying farmland and natural areas. The former is a far better alternative.

3. Don't Over-emphasizes "Displacement" Concerns. "Stop displacement" has been a rallying cry for many in the Comp Plan process. (I even saw a PSC member wearing a button to that effect during PSC meetings, which was not a reassuring signal of open-mindedness and neutrality.) The complaint, as I understand it, is that rising property values require some people to move. The argument, as I understand it, is that every person should be able to live in any neighborhood the person desires, or at least to stay indefinitely in the one they are in. The proposed solutions, as I understand it, are policies to force property owners and developers to make housing available at below-market rates and/or to building housing that is different from what market forces would dictate.

I first question how many people are really being *involuntarily* "displaced" by rising property values. If they own their homes, rising property values should just make them wealthier (which is good for "equity," right?), not force them to move, especially since the law limits how fast government can increase property taxes and the taxable value of their property (which everyone concerned about displacement should be grateful for). I understand that renters may be displaced, but the City should not prevent neighborhoods from improving (another word for "gentrifying") just so no one has to move. Our market-based economy – a system that many in this area malign but which is responsible for the extraordinary prosperity that just about everyone here enjoys relative to most of the world – means people will sometimes have to make changes: in jobs, lifestyles and locations. It makes no more sense to say a person should be able to live indefinitely in any neighborhood he or she wants to than to say every person should be able to drive whatever kind of car he or she wants to (or at least keep driving the same car no matter what).

So please don't adopt a Comp Plan that impedes neighborhood improvement out of deference to the subjective philosophical view of a loud but small contingent.

4. Promote Environment and Watershed Health. I support the Draft's efforts to promote and protect Environment and Watershed Health.

5. Allow Sellwood To Change More. I am generally satisfied with the Draft's particular prescriptions for my neighborhood - Sellwood. However, I oppose the extreme downzoning of North Westmoreland, which is contrary to overall themes of the Draft. I also oppose the decision to stop the mixed use designation (allowing commercial development) on SE 13th Ave. at Sherrett Street. The designation makes sense for the entirety of SE 13th Ave., which historically has had commercial and industrial uses all the way to the southern end.

Thank you for considering my comments.

Very truly yours,

Brian J. Posewitz

Arevalo, Nora

From: dena higgins <denavision@gmail.com>
Sent: Thursday, January 07, 2016 8:07 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

We are writing regarding the property at 2855 SW Patton Rd.

We are requesting that the city council keep intact the ordinance that was signed into law in 1984.

It is Ordinance No. 155609.

Stroheckers has provided an incredible service to this neighborhood community with the grocery store, post office, pharmacy and liquor store. Living in these hills, so far from other services, Stroheckers has been a life - saver!!!

We hope that when a new grocery goes in its place, that considerations will be made for parking, as many people use this store that can not walk or ride their bikes there. Also, if new housing of some kind is put in we hope the intention is to put in parking for those homes, in addition to parking for the new grocery facilities that the 1984 ordinance requires.

Thank you for your time and consideration.

Sincerely,
Dena Higgins and Scott Higgins
3773 SW Blackstone Lane
Portland, OR 97239

Arevalo, Nora

From: Pat Willey <pat@willey.ws>
Sent: Thursday, January 07, 2016 8:06 PM
To: BPS Comprehensive Plan Testimony
Subject: Submission of Comment/Public Testimony on the Recommended Comprehensive Plan
Attachments: RCPNATestimony-
TransportationParkingElementsofRecommendedCompPlanUpdate11172015-TDR.pdf;
ATT00001.htm

In addition to my comments submitted earlier today, I wish to give my endorsement to the Rose City Park Neighborhood Association comments in the attached PDF file.

Sincerely,

Patrick Willey
3371 NE Multnomah St.
Portland, Oregon. 97232

Arevalo, Nora

From: Christopher Otero <christoph.otero@gmail.com>
Sent: Thursday, January 07, 2016 8:03 PM
To: BPS Comprehensive Plan Testimony
Cc: matt.brischetto@gmail.com
Subject: Zoning change

Whom it concerns,

I'm writing to support the zoning proposal of the property at 2717 SE 15th Ave. Portland, OR from an R2 zoning to CM zoning code. I believe that under a CM zoning code this property would have a historical title and no one would be able to knock down the houses on the property. I believe this zoning change would be a substantial benefit to the neighborhood and would help keep the city of Portland authentic.

Thank you,

Chris Otero
2717 SE 15 Ave.
Portland, OR 97202

Arevalo, Nora

From: Scott McAuslan <smcauslan88@gmail.com>
Sent: Thursday, January 07, 2016 7:51 PM
To: BPS Comprehensive Plan Testimony
Cc: Matt Brischetto
Subject: Zoning Change

Scott McAuslan

Current resident at:

2717 SE 15th Ave.
Portland, OR 97202

I, Scott McAuslan, am in support of the zoning change proposal from R2 to CM zoning. I feel this change will better benefit the neighborhood and keep it historical, and reduce town home/condominium building, which I am in favor of.

Thanks,

Scott McAuslan

Arevalo, Nora

From: Rosalyn Scaife <roz scaife@hotmail.com>
Sent: Thursday, January 07, 2016 7:22 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony

I don't like the fact that people of color namely black people do not have services or activities or businesses owned and operated by us. I don't like feeling like I am being watched when I go shopping because of the color of my skin. I do not feeling like I am a visitor when I grew up here. I even worked for Fred Meyer when there was a Walnut Park location.

I would like to have more businesses invested in and opened in our community that are run by black people we don't have not one restaurant that is black owned and operated in our community.

I would like to have American-African or African-American teachers teaching my child about the contributions made to this earth by black people which is necessary ensure a healthy amount of self-esteem. This, self-esteem, is very important to the survival of black children.

With all of the crimes of hate in the media against black people we need a change in our favor and we need it fast.

Thank you for your time and attention to this matter.

Rosalyn Scaife



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Mayor Hales and Council Members:

In addition to serving on the HAND Board I and others from our neighborhood association have also served on many other committees, your Climate Action Plan Update Committee, various Houselessness Working Groups, the Portland Historic Resources Coalition and the Division Design Initiative to mention a few. I mention this to demonstrate that our neighborhood association is very concerned about climate change and housing affordability. However, we have begun to fear that despite a set of excellent aspirations in the Comp Plan, good design and community livability are being lost in the shuffle. Our shorthand message is density without good design spells disaster.

The Comprehensive Plan goals and policies reflect outstanding work and thought on the part of many staff and community residents alike, but since there is also the potential for many of these policies to conflict, it is not clear how staff, the community or you as final arbiters will resolve those conflicts as we go forward. This is an issue of concern to many of us so we are calling attention to things that need to be addressed quickly:

HAND has been part of the Division Design Initiative and supports the group's efforts. We have included the Top 10 Policy recommendations for your consideration at the end of this letter. We would like to call out several related concerns.

Update City inventories of important visual, cultural, and historic resources & promote innovative incentives for preservation.

Both the Historic Resources Inventory and the Viewsheds Inventory have not been updated since the 1980's. With the HRI there is only one property identified east of 82nd Ave. In the case of Viewsheds only one item is listed east of SE 12th Ave. Besides undermining preservation efforts, it becomes an equity issue when large portions of the city have no claim to protection for their cultural, historic and visual resources.

Public Viewsheds or View Corridors

As we race to accommodate growth, there seems to be little thought given to public view sheds —views from our public right of way, parkland or other public spaces that help people to enjoy beauty or orient themselves to our city. Some important visual resources need enhanced protection. They provide a connection to sense of physical place and as well as to character defining community cultural and historic resources. When we block important monuments such as the Hollywood Theater with new development, we impact neighborhood visual and cultural treasures that contribute to neighborhood identity and community history. We understand that private views are not protected, however when we build so tall in SE that we block public views of the West



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NEIGHBORHOOD DISTRICT ASSOCIATION

Hills, Mt. Tabor or Mt. Hood we lose our connection to sense of place. It is our setting, the physical realm as well as the built environment that gives Portland its character.

The Comp Plan already has 7 excellent policies that speak to this need, which I have listed below, but I'm calling them to your attention because I fear they will get left in the dust as we attend to other things. The list of public viewsheds or view corridors has not been updated since 1986 or 1989 and includes only one viewshed east of SE 12th Ave so unless these policies are implemented soon they will not be able to do their job.

Policy 4.29 Significant places. Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories and cultures and contribute to way finding throughout the city....

Policy 4.30 Scenic resource protection. Protect designated and significant scenic resources, including public views and scenic sites and corridors; and update or reconfirm the inventory of significant views, sites, and corridors in the future.

Policy 4.31 Vegetation Management. Provide allowances for the pruning and cutting of trees and shrubs to maintain or enhance designated public views

Policy 4.32 Utility lines. Maintain designated scenic views, sites and corridors by encouraging the placement of utility lines underground.

Policy 4.33 Regulatory guidance. Avoid adverse impacts to scenic resources as part of land use reviews, where practicable

Policy 4.34 New public views. Encourage new public and private development to contribute to creating new public views of Portland's rivers, bridges, the surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

Policy 4.35 and 9.17 Street Views. Maintain public views of prominent landmarks and buildings that serve as visual focal points within streets or that terminate views at the end of streets.

Historic and Cultural Resources

Speaking of inventories that need updating, our thirty-year-old Historic Resources Index still lists only one property east of SE 82nd Ave. Here again having excellent policies speaking in support of preservation will not do us any good if staff and the community have no foundation from which to work. Studies like Preservation Green Lab's recent report, "Older, Smaller, Better", reinforce the conclusion that mixed vintage neighborhoods have stronger economic vitality, more jobs, and provide more cultural and income diversity. These buildings also contribute to the unique identity that defines Portland's neighborhoods. A growth strategy should provide more incentives for preservation and adaptive reuse of Portland's older viable historic buildings. We also encourage support for the work of Michael Molinaro in creating a prototype for mapping Portland's neighborhoods, identifying structures with double lots or where upzoning might lead to demolition to see if there are other strategies for adaptive reuse and remodeling that can be applied instead to preserve still useful historic homes and buildings.

Place Greater Emphasis on Good Design

At this time in our city's history good design is more important than ever. I would stress that although we usually think of good design as creating beauty, thoughtful design also recognizes and creates opportunities for greater sustainability, better functionality, and the best use of existing resources. I'm not speaking about grand buildings here, but rather everything from tiny houses and temporary shelter for our houseless neighbors to seamless infill in our residential neighborhoods that encourages adaptive reuse as well as new growth along our commercial corridors.



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NEIGHBORHOOD DISTRICT ASSOCIATION

We need to increase the focus on good design with efforts to increase the design literacy of our community through education on design principles and the development process, the creation of design guidelines where people wish to do so. We need ways for people do more than say 'NO' when faced with changes to their neighborhoods and business districts. Better definitions of compatibility and neighborhood context are needed to support for BDS staff in reviewing plans, create clearer expectations for developers and remodelers seeking review as well as neighbors responding to those plans.

Capitalize on "the Missing Middle" — Add Density Without Destroying Neighborhood Fabric

The HAND neighborhood already includes many of the innovative housing types available to increase density within single family neighborhoods without causing the loss of neighborhood character. We urge the Residential Infill Task Force and others to explore these options further and here, too, compatible design will make all the difference in neighborhood acceptance.

Commit resources to monitor the impacts of your Comprehensive Plan Goals and Policies

Our city is well known for its extensive (not always effective) public involvement and planning processes, but we never seem to allocate resources to evaluate the effect of our plans and policies. With a housing crisis, unprecedented growth and a spate of new goals and policies soon to be adopted, we must ensure that the impacts and outcomes of our policies and strategies are carefully evaluated as we go forward to keep our Comp Plan a relevant, living document.

Provide Better Opportunities for Meaningful Engagement in Proposed Development

Provide resources and processes that lead to better projects and allow neighbors to do more than just say "NO"! Operationalize the policies in Chapter 2 on Community Involvement by implementing the DDI Notification and Engagement Proposal for review of Centers/Corridors redevelopment plans.

We are not anti-density, but we ask again that you balance longterm goals for increased density with more meaningful public involvement and more attention to the opportunities to support a more sustainable future that thoughtful design can provide. It too often feels as though we are focused on building a Portland for others to come without considering those who have already invested their money, energy and love here.

Sincerely,

Susan E Pearce
HAND Chair

Please see attached



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NEIGHBORHOOD DISTRICT ASSOCIATION

Division Design Initiative Top Ten Policy Recommendations.

① Improve notification and enable constructive community engagement about growth Consider SE Division Street with eight large buildings in 18-24 months. This is major redevelopment, yet the neighborhood had no meaningful opportunity for real input in the design of these buildings which transformed their neighborhood.

(See DDI Notification and Community Engagement Policy Recommendations)

② Close the Residential Floor Area Ratio Code Gap Now - There is currently no Floor Area Ratio (FAR) requirement for the residential portion of mixed use buildings which results in overly boxy, bulky buildings as projects build to the maximum envelope allowed. The City (through their Mixed Use Zones Proposal) is recommending this be fixed as part of the Comprehensive Plan adoption but it would not take effect until 2017. We recommend this be a top priority for the City to take immediate action to fix now.

③ Add Permit Review Criteria for Assessing Compatibility with Neighborhood Context (see draft Division Design guide-lines Compatibility section & comment letter to the City of Portland Hearings Examiner re: land use appeal by Brentwood Darlington Neighborhood). Request additional permit submittal requirements be added including:

- a. Elevations showing proposed development in context of adjacent building/block development,
- b. Solar shading analysis, privacy and view impact drawing
- c. Statement of features/approaches used to demonstrate alignment with community design goals and preferences if formal guidelines exist
- d. If no parking is required, provide a transportation demand management plan for mitigation of impacts (this could include annual bus passes for residents, shared/conjunctive use parking, on site car or bike-share options, etc.)

④ Develop Density Transition Zones & Foster the "Missing Middle" – The Current Comp Plan Growth Strategy focuses on corridors and centers but leaves out small-medium "plexes", town/rowhouses, and courtyard style housing (promoted in the past with the City's "Courtyard housing design competition"). These building types may blend better within the existing neighborhood fabric and could help relieve some of the development pressure on older commercial corridors with special character like Division, Hawthorne, etc. (See Eli Spevak proposal, and Metro Innovative Design & Development Codes – Transitions Section)

⑤ Create Incentives for Reuse & Preservation of Existing Buildings with Special Community character - Are there some areas where we don't want the zoning to transfer automatically? As shown in the study noted below, retaining a mix of diverse building vintages and sizes has been proven to encourage economic vitality, more diversity, a greater number of jobs, fewer chain stores, and more affordability for small businesses and tenants. We may need other incentives that support adaptive reuse of these such as waivers of SDC, transfer of development rights (not just for historic properties), etc. (See Report on "Older, Smaller, Better: Measuring how the character of buildings and blocks influences urban vitality", by Preservation Green Lab, National Trust for Historic Preservation, May 2014)

⑥ Relate Building Height to Street Width & Consider Nodal Focus. Set different goals for narrow vs. wider streets and focus some density into nodes – visualize a "Pearls on a String" concept with the pearls as the commercial focus with residential or lower scale development as the string. This was a priority expressed for future development in the Division Green Street Main Street Plan. (See Urbsworks Policy Recommendations, Division Green Street Main Street Plan)



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NEIGHBORHOOD DISTRICT ASSOCIATION

7 Consider Incentives in new Mixed Use Proposal for community amenities, including: high performance buildings/zero energy buildings, preservation and adaptive reuse of older buildings, provision of reasonably priced housing, and alternative transit-oriented or other community beneficial uses (daycare, small corner grocery stores, affordable/senior housing).

8 Incorporate solar policy into zoning code amendments to support more high performance buildings and minimize/mitigate solar shading of adjacent infill

– Encourage further study of more N/S corridor density which has less shading impacts than on E/W corridors. (See New Buildings Institute Policy, state solar access policy OR 227.190, and other Oregon community solar policies such as Ashland, Jackson County, et al).

9 Enhance/maintain community livability through access to sun, air, light, privacy and public views for current and new residents/businesses: Address privacy issues via increased requirements for placement of and side setbacks to maintain air and light (e.g. varied rooflines, lightwells, stepbacks and stepdowns in heights), minimize privacy impacts (i.e. increased rear landscape screening requirements, sensitive location of balconies), protection of important viewsheds (e.g. reduction of large blank walls, maintain public view of community monuments such as the Hollywood Theater, Bagdad Theater, SE Hills). (These issues influence mixed use zoning requirements in development; also see Urbsworks research on lightwells and consideration of upper level skyplane context in NY Code; DDI Comment Letter to the City of Portland Re: Comp Plan & Mixed Use Zones)

10 The City should employ broader tracking of and accountability for development impacts. Portland, and state of Oregon do not require documentation nor impacts analysis resulting from a new development beyond fee impacts to traffic, sewer and parks. However most states require this. Critical issues could be documented during permit submittal and review. Recommended issues to be tracked should include impacts to:

- a. Health (e.g., noise, air quality, safety)
- b. Environment (e.g., loss of habitat, mature trees/heat island effect, climate change)
- c. Community (e.g., loss of historic resources, important public viewsheds)
- d. Economy (e.g., loss of affordable residential and commercial spaces, loss of solar access for energy generation, food production, etc.)

"What gets measured, gets managed.

What doesn't get measured gets lost."

Let's not lose track of the things that matter most.



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Dear Mayor Hales and City Council Members,

During the past year as the Hosford Abernethy Neighborhood District (HAND) board has been discussing the Comprehensive Plan, many livability issues have come to light. Of significant concern is the relationship between residential uses and commercial uses at isolated non-conforming commercial sites nestled in exclusively residential areas, and the desire to preserve and protect both the commercial and residential needs.

In the HAND neighborhood there are four such sites that we would like to bring to your attention. Planning staff has recommended a change to their designation and zoning. The HAND Board opposes a change in the Comprehensive Plan for 3029 SE 21st Ave (People's Coop), 1996 SE Ladd Ave. (Palio's Café), 1540 SE Clinton St. (Northwest Naturopath Clinic), and also the garage at 2021 SE Tibbetts, added by staff in error, from their current residential designation to that of commercial.

All of these sites are in commercial use, have a non-conforming status, and are completely surrounded by residential properties. The non-conforming status provides protections to the surrounding properties, such as limiting the permissible hours of operation and providing a mechanism for review if there is a change of use. Changing the Comprehensive Plan designation and zoning would remove these protections.

Our position should not be viewed as opposing density or the broader goals of planning for vibrant neighborhoods. Nor should it be seen as critical of the existing businesses in these properties, which are great assets to our neighborhood. Our concern is the future of the sites should the zoning become commercial and a subsequent new business moves in. There would be no mechanism to ensure that the future business would remain compatible with the uniquely residential nature of these sites.

The drawbacks of changing the zoning status from residential to commercial for these sites has become more evident to us with the roll out of the Commercial Zoning update. The new commercial zoning code is missing a component critical to the success of isolated commercial sites such as these, as well as others scattered around Portland. Residents need a zone designation that allows them to have more input in the nature and neighborliness of the commercial activity that takes place. Currently the conditional use status allows this to happen.

The proposed CM1 commercial designation, as it is presently defined, does not have similar safeguards in place to ensure the livability and compatibility that currently exists. The businesses at these sites are currently good neighbors, but each has had various issues over the years. Whether it was noise, odors, parking, or early morning deliveries, the conditional use brought the businesses to the table to resolve the conflict with



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NEIGHBORHOOD DISTRICT ASSOCIATION

neighbors. Our concern is that the businesses at these sites will lose the obligation to engage with their residential neighbors to resolve issues if the properties turn over to CM1 as it is presently defined.

The HAND Board would not oppose the proposed Comprehensive Plan designations if the zoning code were changed to offer neighbors of sites such as these the protections equivalent to those arising out of the current non-conforming status. We have offer some language below for inclusion in the Comprehensive Plan to guide additional protections for isolated commercial sites such as these.

Until the zoning code is modified to address these concerns over commercial-zoned properties in otherwise residential areas, we feel that for the specific sites listed above, the existing non-conforming designation provides the best balance between neighborhood-oriented commercial uses and residential uses given their close proximity in these three cases.

Thank you for considering these comments.

Sincerely,

Susan E. Pearce
HAND Chair

Ensuring Residential Compatibility of Isolated Commercial Sites:

Limited hours of operation.

Notification and request for input sent to nearby properties following a proposed change of use other than one in the same use category or a less-intensive use category.

Change of Use Notification Procedure: An Isolated Commercial Site situation review is processed through a Type II procedure, giving consideration to the following:

1. The hours of operation;
2. Vehicle trips to the site and impact on surrounding on-street parking;
3. Noise, vibration, dust, odor, fumes, glare, and smoke;
4. Potential for increased litter; and
5. The amount, location, and nature of any outside displays, storage, or activities.



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Dear Mayor Hales and City Council Members,

During the past year as we have been discussing the Comprehensive Plan at Hosford Abernethy Neighborhood District (HAND) meetings, many livability issues have come to light. One important concern is the potential loss of existing housing in the pockets of industrial zoning near the new MAX Orange Line Clinton Station and also west of 12th in the Central Eastside Industrial District (CEID).

Housing in these areas include historic Victorians, 1920's apartments and all types of affordable housing that existed before the industrial zoning.

Planning staff has recommended EG1 zoning in an area east of 12th Avenue and just north of the Union Pacific RR track, and that existing conditional use status for housing that exists in the area be removed. There is housing scattered within the portion of the Central Eastside Industrial District/Southeast Quadrant that has industrial zoning. In both settings much of the housing predates the current and proposed use and related zoning. The zoning proposals would essentially make all the housing unsaleable and create a substantial hurdle for renovating and mortgaging, dooming the houses to eventual demolition.

We appreciate the desire to create a uniform zone in this area and to reinforce the district's status as an industrial area. The HAND Board values the availability of industrial capacity in the inner city, but feel that some distinction should be made to ensure the existing housing can survive.



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

A uniform zone is not worth the price of losing some of our most affordable housing stock at a time when housing prices and rents are soaring and residents are being priced out of our community. We also do not want to see further loss of our older and more historic houses, some of which long pre-date the implementation of industrial zoning.

We recognize that the premise of the comments of this letter may seem to contradict our comments asking for continued residential-with-conditional-use status of three properties with long-time commercial use in HAND. However, in this case that case we are addressing business use that occurred on sites surrounded by existing homes, while in this case we are advocating for homes that existed before the business or industrial use grew around them.

The HAND Board asks that you find a way to protect housing in our industrial areas. We agree with Planning staff that the current situation is in some ways imperfect, but we feel that the proposed changes will exacerbate our ongoing housing affordability crisis, and will lead to an increased loss of historic resources.

Attached below please see spread sheets of addresses of homes on numbered and named streets located in the CEID. Some, notably along 11th Avenue on both the east side with residential zoning, and the west side, with IG zoning, may be or recent construction. They are, however, among the more affordable homes within HAND and should be protected.

Availability of volunteer time has prevented similar cataloging of homes in the EG zones in West Clinton, however that information should be available through City of Portland GIS mapping.

Thank you,

Susan E. Pearce
HAND Chair



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

**NAMED
STREETS**

<u>Clay</u>	<u>Market</u>	<u>Mill</u>	<u>Stephens</u>	<u>Harrison</u>	<u>Lincoln</u>	<u>Grant</u>	<u>Sherman</u>	<u>Caruth</u>
1019 -3plex	1015 SE	616 SE	310 SE	637 SE	525 SE	925 SE	1024 SE	1021 S
		622 SE	1116 SE	627 SE	625 SE	1135 SE	1028-1030 SE	
		628 SE	1122 SE	621 SE	923 SE	1117 SE	1124 SE	
			1127		1132, 38,26		1120 & 1100	
		825 SE	(apt)	616 SE	triplex	1114 SE	(apts)	
		812 SE		604 SE	1120 SE	1103 SE	1121 multi-plex	
				708-712				
		1134 SE		multiplex	1121 SE			
		1122 SE		906 SE	1104 SE			
				1141 SE				
				1117 SE				
				1122 SE				
				1118 SE				

NUMBERED STREETS

<u>3rd</u>	<u>6th</u>	<u>7th</u>	<u>8th</u>	<u>9th</u>	<u>10th</u>	<u>11th</u>	<u>12th (only 12th)</u>
1532 SE							
#1	2033 SE	1825 SE	2324 SE	1821 SE	2000, 2, & 4 triplex	1932 SE	1903 SE
	1718 SE	1927 SE	2334 SE	2035 & 2037 SE	2129 SE 10th	1912-1924 apt	1907 SE-co
	2018 SE	1921 SE		2337 SE	2035 SE 10th	1923 SE	1915 SE
	2024 SE	2039 SE			2326 SE	1800 SE	1825 SE
	2030 SE	1736 SE			2012 SE	1812 SE	1817 SE
		1831 SE			2332 SE	1816 SE	1809 SE
		2000 SE			2129 Granten Apts	1616 SE	1609,1607,
					2035 maybe commercial	1612 SE	1631 SE
					2025 SE	2407- commercial	1633 SE
					1532, 34, 36, 38 apts	2442 SE	1637? Abo
						2335 SE	1711 SE- qu
						2329 SE	1717, 25, 1



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2321 SE	2011 SE
2311 SE	2019 SE
2303- 4plex	2021 SE
2224 SE	2117 SE
2214 SE	2115 SE
2204 SE	2123 SE
2128 SE	2203 SE
2124 SE	2215 SE
2118 SE	2225 SE
2123 SE	2237 SE
2112 SE	2301 SE
2032,34,36,38-4 plex	2305 SE
2026 SE	2315 SE
2014 SE	2323 SE
2008 multiplex	2333 SE
2015 SE (apts)	2407 SE-4p
2007 SE	2417 SE
	2421 SE



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Dear Mayor Hales and City Council Members,

We on the Hosford-Abernethy Neighborhood District (HAND) board would like to commend the Bureau of Planning and Sustainability for composing a Transportation System Plan that embodies the values and goals crucial to Portland's success and survival in the 21st century. This includes Chapter 9 of the Comprehensive Plan. Specifically, we want to mention the plan's emphasis on safety, equity, transit mode prioritization, and protections for vulnerable users. We hope that this plan will help the City of Portland think of transportation less in terms of speed and throughput, and more in terms of livability, sustainability, and safety for all modes (Vision Zero).

One concern we have with the TSP is that of naming conventions. Specifically, while the old designation "bicycle boulevard" made it apparent who had priority on these streets, "greenway" is not as clear, especially to drivers less familiar with Portland's street system. Further, "greenway" has multiple separate meanings within the TSP itself, referring not only to surface streets with low-stress bicycle facilities, but also to trails, to bike-unfriendly streets with stormwater facilities and a tree canopy, and to land flanking the Willamette River.

Between "greenways," "enhanced greenways," "greenscape streets," "green streets," and "Willamette river greenway," we wonder if the distinction and importance of our "neighborhood greenways neé bicycle boulevards" isn't being diluted.

Another concern we have with the Comprehensive Plan and the zoning update as they relate to transportation and street-use issues is that of how proximity to transit is determined. Within ¼ mile of high capacity transit (MAX) stations, the policies on density and parking minimums changes. The diagrams that we have seen from the Bureau of Planning and Sustainability (BPS) relating to HAND's neighborhood high capacity transit station, Clinton St Station, appear to apply this ¼ mi distance "as the crow flies" rather than by walking distance.

However proximity does not equal accessibility. Due to the incomplete road grid and the freight line tracks in this neighborhood, even some buildings within sight of the new station cannot access it without a substantial detour.

We want to ensure that what we are seeing in BPS diagrams is not being translated into policy, and that actual on-the-ground distance is used to determine zoning and parking policies. A further consideration unique to our neighborhood is the delay caused by the freight tracks separating the station from the majority of homes that utilize it. Due to the proximity to Brooklyn Yard, freight trains frequently cause delays up to 40 minutes, isolating the station from the homes and businesses to the north. A pedestrian bridge was torn down for the Orange Line's construction, and its promised replacement has never been delivered despite repeated



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

requests. Using the nearest detour, the Powell underpass, adds a full mile to the trip. Under these conditions, no properties within HAND north of the freight tracks are within ¼ mile of the Clinton St Station.

As with the rest of the Comprehensive Plan's public outreach process, we have found the process for public feedback regarding the TSP to be confusing and difficult to follow, particularly as the TSP is both part of and separate from the Comprehensive Plan. It has also been difficult to determine how the TSP interacts with and will/will not incorporate elements of related city plans, including the Climate Action Plan, 2030 Bike Plan, etc.

The online Map App was a creditable addition to the public outreach process, however it does not appear to include all transportation projects currently planned or in the works, leaving us to wonder if these missing projects do not fall within even the unconstrained budget, or if they were omitted because they are already outlined in other city plans and thus have a place secured within the transportation budget and on PBOT's/TriMet's "to-do" lists.

Therefore, we would like to take this opportunity to submit a list of crucial transportation projects within HAND for the next 20 years, to ensure they do not fall between the cracks of the various city transportation plans. Some of these projects are included in the TSP; some are not (we have attached TSP project numbers where possible). In light of Vision Zero and the goals stated in Chapter 9 of the Comprehensive Plan, we have attempted to highlight projects that benefit vulnerable road users or the safety of all road users. The following projects have been categorized by type.

Projects currently in progress:

- Twenties bikeway (including traffic light at SE Powell and 28th) -- #40074
- Clinton neighborhood greenway enhancement project
- Portland bike share -- #2011
- Inner Powell safety improvements -- #70045
- Powell/Division high-capacity transit and transit access projects -- #80039, #80040, #80037

Transit projects:

- Replace demolished ped/bike bridge over freight and light rail tracks at Clinton St/SE 12th Ave MAX Station
- Research water transit options

Bicycle projects:

- Create SE Harrison Greenway (includes traffic lights at 11th and 12th, above)
- Create SE 9th Ave Greenway -- #70077
- Create bicycle facilities on SE 3rd/Division Ave (west of 13th)
- Create protected/buffered bike lanes on SE Hawthorne (east of 12th)
- Enhance bike lanes on SE Hawthorne to be protected (west of 12th)
- Enhance/create bicycle facilities on SE 21st between Gladstone and Division (with possible continuation north on 20th)
- Protect and enhance bicycle facilities on SE 26th

Intersection improvements:

- Traffic light at SE Harrison & 11th
- Traffic light at SE Harrison & 12th
- Traffic light at SE Madison & 12th (one block north of HAND in Buckman, affects pedestrian, bike, and vehicle traffic to/from HAND)
- Traffic light or 4-way stop at SE Woodward and 8th -- possibly part of #20050



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NEIGHBORHOOD DISTRICT ASSOCIATION

- Traffic light or 4-way stop at SE Caruthers and Water -- possibly part of #20050 or #20075
- Rapid flash beacon at SE Clay & 11th
- Rapid flash beacon at SE Clay & 12th
- Crosswalk enhancements on SE 26th between Clinton and Powell (at Cleveland High School and bus stops)
- Crossing enhancements on SE Hawthorne between current crossings at 16th, 20th, and 27th Ave (to allow improved ped/bike access to businesses along Hawthorne commercial corridor)
- Create protected intersection at SE Hawthorne and 7th for bicycles, including dedicated traffic signals (as part of protected bicycle facilities on Hawthorne, below)

Projects for Further Research and Discussion:

- Research an all-modes freight and light rail overpass between SE Hawthorne and SE Powell (possible location: SE 8th and Division Ave/PI)
- Create Central City Green Loop (possibly in combination with bicycle facilities on SE 11th/12th)
- Create bicycle facilities on SE 11th and 12th (possibly as part of Green Loop)
- Implement road diet on SE 11th & 12th couplet (possibly as part of Green Loop or other new bike facilities)
- Change Hawthorne's road classification in all guides to be the same as Division's classification
- Traffic light at SE Powell and 8th, including left turn from Powell eastbound (to relieve congestion on SE Milwaukie from Powell Blvd) -- possibly part of #20050

The HAND Board

Susan E Pearce
HAND Chair



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Dear Mayor Hales and City Council Members,

The HAND Board is concerned with the public process surrounding the Comprehensive Plan updates, especially now that the recommended plan has been submitted to City Council. We realize it is a living document, but feel that when a change in Comprehensive Plan designation or zoning is considered, a notification process should be in place to inform adjacent property owners, tenants, and neighborhood associations of the proposed change. This notification should happen before the decision is finalized, and allow an opportunity for the public to provide input and shape the final outcome. Such notification should be clear and specific.

We are finding that this level of outreach is not being conducted as a matter of policy, and that the Bureau of Planning and Sustainability has been directed to provide only the minimal notice required by law, which we believe is insufficient given the gravity and impact of the decisions being made.

One example in our neighborhood is the process surrounding the proposed Comprehensive Plan change from non-conforming residential to commercial for People's Co-op. In this case, planning staff made a recommendation to the Planning and Sustainability Commission in April to change the zoning of People's. That recommendation was made just one week before the Commission was set to make its decision, and planning staff notified no one, including People's, of the proposal. There was no practical way for residents, HAND, or even People's itself to comment on, testify for or against, or provide input into the decision. Discussions at HAND board meetings after the change was adopted brought up concerns, because the current non-conforming conditional use status provides more protections to neighbors. We feel a better decision might have been made had we been able to present this position early in the process.

People's is not the only example in our neighborhood. We also understand that planning staff has a list of Addendums and an Errata. This list is not yet publicly available, but as part of your citizen outreach policy it should be. To date, there has been no public discussion of what is on the list, no notice to potentially affected homeowners or neighbors. We feel the city council should not consider any of these changes until a process is developed to notify both property owners and their neighbors, and provide an opportunity for them to weigh in on the decision.

We feel that greater transparency by the city is needed regarding comprehensive plan changes in order for citizens to feel that the document is valid and represents their needs.



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

We believe this pattern is being repeated throughout the city. Planning staff have told us it is Bureau policy only to provide the minimum notification required by law, and not to notify the owners or occupants of surrounding properties. They have also told us it is policy not to inform any party (including property owners) early in the process, until well after PSC has acted on recommendations from staff, at which point it is too late to help shape an alternate decision.

We feel that public notice should include the following three elements:

1. Notice should be provided early in the process, before any decisions are forwarded to the PSC, so stakeholders can have the opportunity to testify.
2. Notice should be provided to all stakeholders – the property owner, adjacent property owners and tenants, and the neighborhood association. Changing the zoning of one property affects those around it.
3. Notice should be specific. Some notices suggesting simply that recipients "Check the Map App" may have been sent; this is not sufficient.

We understand that notifying more parties can mean increased expense, but there may be ways to reduce the financial impact, such as targeted mailings similar to Type II adjustments, posting signs at affected properties rather than sending notices by mail, or even providing an online application where people can register to receive electronic notices about changes in their area. (Such an application could easily be used in future planning, transportation, and zoning-related notification processes.)

The Comprehensive Plan update process has a significant potential to impact people and their properties in profound ways, and that it is important to have a more robust and inclusive system for public notice to bring people into the process.

With more input from the community, the updated Comprehensive Plan would be a stronger document and would better reflect the needs of Portlanders. You have already heard testimony that many residents feel that planners have made decisions that reflect a lack of understanding of the communities being "planned." It may be too late to change course on what has already occurred, but we urge you, moving forward, to ensure that timely and inclusive notice is given to all affected parties when a zoning or Comprehensive Plan change is contemplated.

Thank you,

Susan E. Pearce
HAND Chair



THE
BOOKIN
GROUP
LLC

Land Use &
Institutional
Planning

Policy Analysis

Project
Management

Group
Facilitation

January 7, 2015

Mayor Charlie Hales and City Commissioners
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, Oregon 97204

SUBJECT: Requested changes to the Comprehensive Plan Designations on property owned by St. Luke Lutheran Church

Dear Mayor Hales and City Commissioners:

The Bookin Group LLC (TBG) is the consulting land use planner for St. Luke Lutheran Church, which is located at 4595 SW California Street in southwest Portland. As shown in the attached tax map (Figure 1), SLLC currently owns five adjoining tax parcels (2500, 2600, 200, 202, and 501).

SLLC is in the process of reconfiguring the properties under its ownership to consolidate Tax Lot 501 and 202 and then to extend the southern lot line of Tax Lot 200 until it is the same depth as Tax Lot 2600 to the east (See Figure 2).

As shown in Figure 3, Tax Lots 200 and 202 are currently split-zoned with Neighborhood Commercial and Medium Density Single Dwelling comprehensive plan designations. This split-zoning is not desirable from a planning perspective and has been identified for correction by City staff as shown on the Recommended Comprehensive Plan Map Application.

SLLC would like to request that changes to the comprehensive plan designation for their properties reflect the future lot lines as shown on Figure 4. The current designation for the lots with frontage on SW Vermont Street is proposed to be changed to Mixed Use Dispersed. SLLC requests that this designation be extended to the south across the entirety of Tax Lot 200 and approximately 61 feet onto Tax Lot 202 – the future location of the lot's southern property line.

In addition, as Figure 4 indicates, the properties immediately to the east of St. Luke's ownership (TL 100, 300, and 400) that have frontage on SW 45th Avenue and SW Florida Street have been included in the recommended changes. Their comprehensive plan designation is recommended by staff to change from Medium Density Single Dwelling to Medium Density Multi-Dwelling. SLLC would like to request that the same consideration be given to Tax Lot 501 and the southern portion of Tax Lot 202, both under SLLC's ownership. Tax Lot 501 and 202 are similarly located within walking distance of the intersection of SW 45th Avenue and SW Vermont Street and the increased density of housing on these parcels is justified by the increased pedestrian access afforded by the sidewalk improvements on SW Vermont Street, SW 45th Avenue, and SW California to be completed as a part of a Local Improvement District formed by SLLC and later joined by Winkler Development, the owners of Tax Lots 100, 300 and 400 to the east.

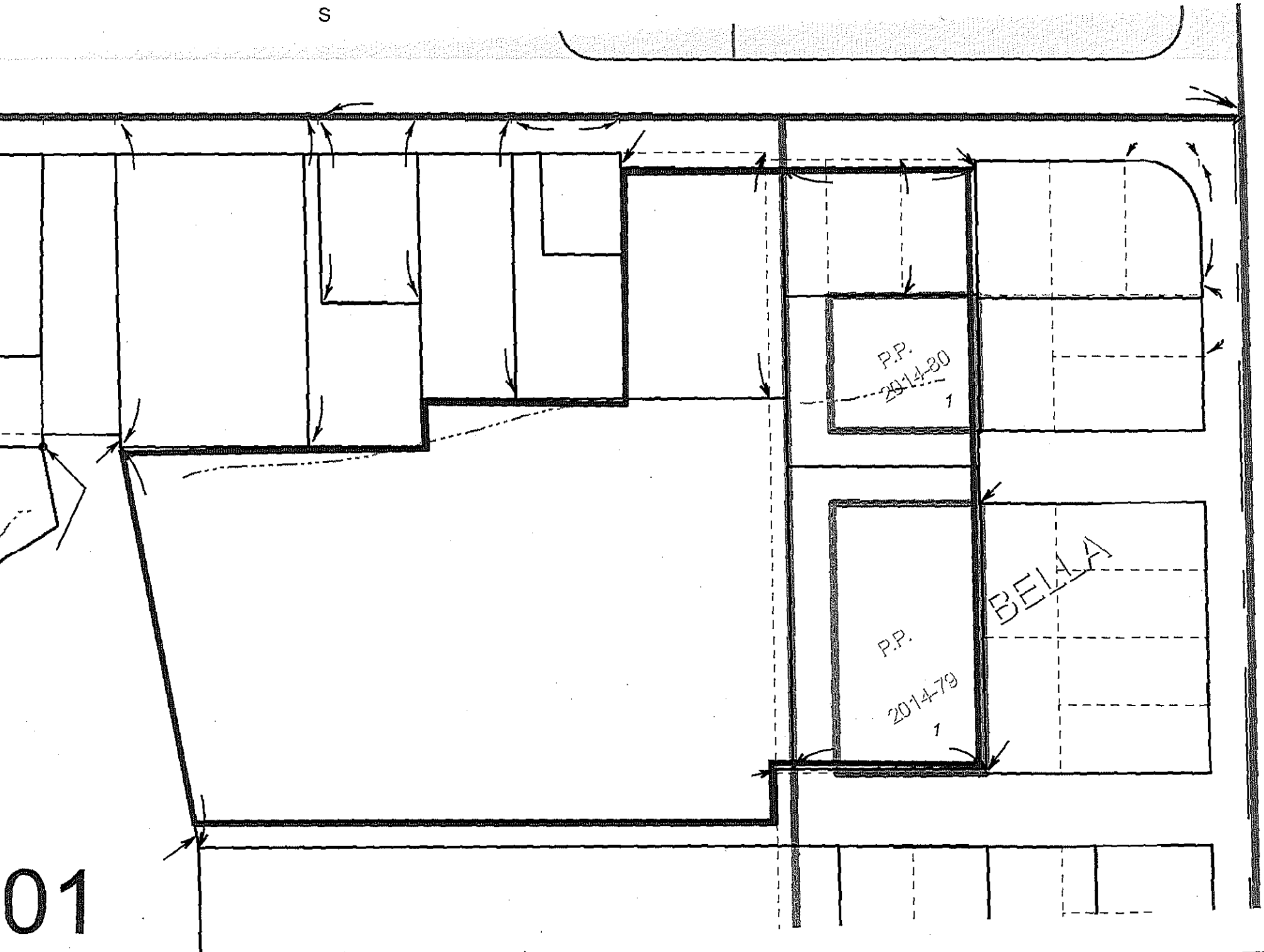
We would appreciate the Council's consideration of this request in its deliberations. Thank you.

Sincerely,

Chris Hagerman, PhD, Principal

813 SW Alder Street
Suite 320
Portland, Oregon
97205
Telephone
503.241.2423

S



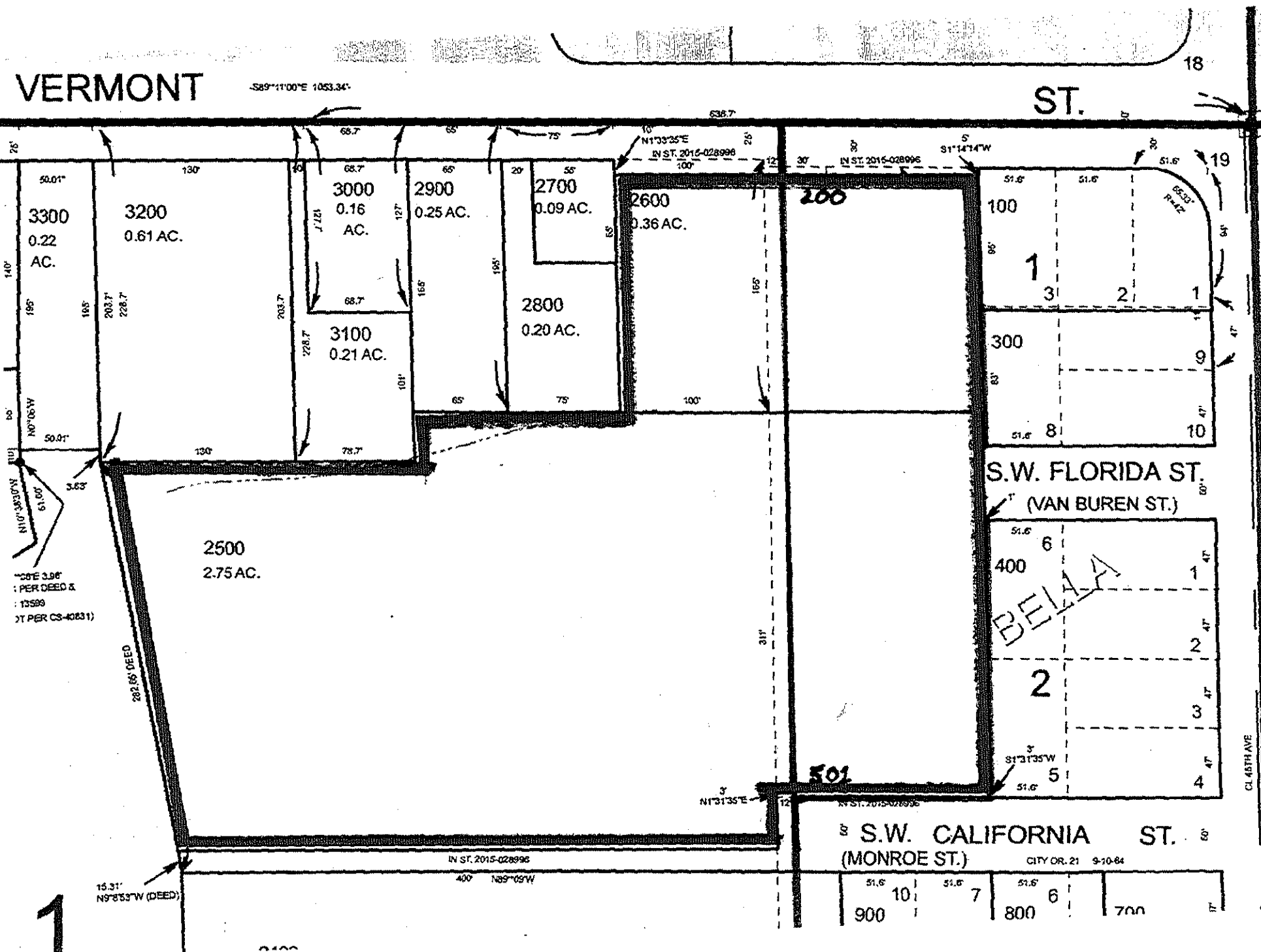


Figure 3: Current split-zoning of St. Luke Lutheran Church properties

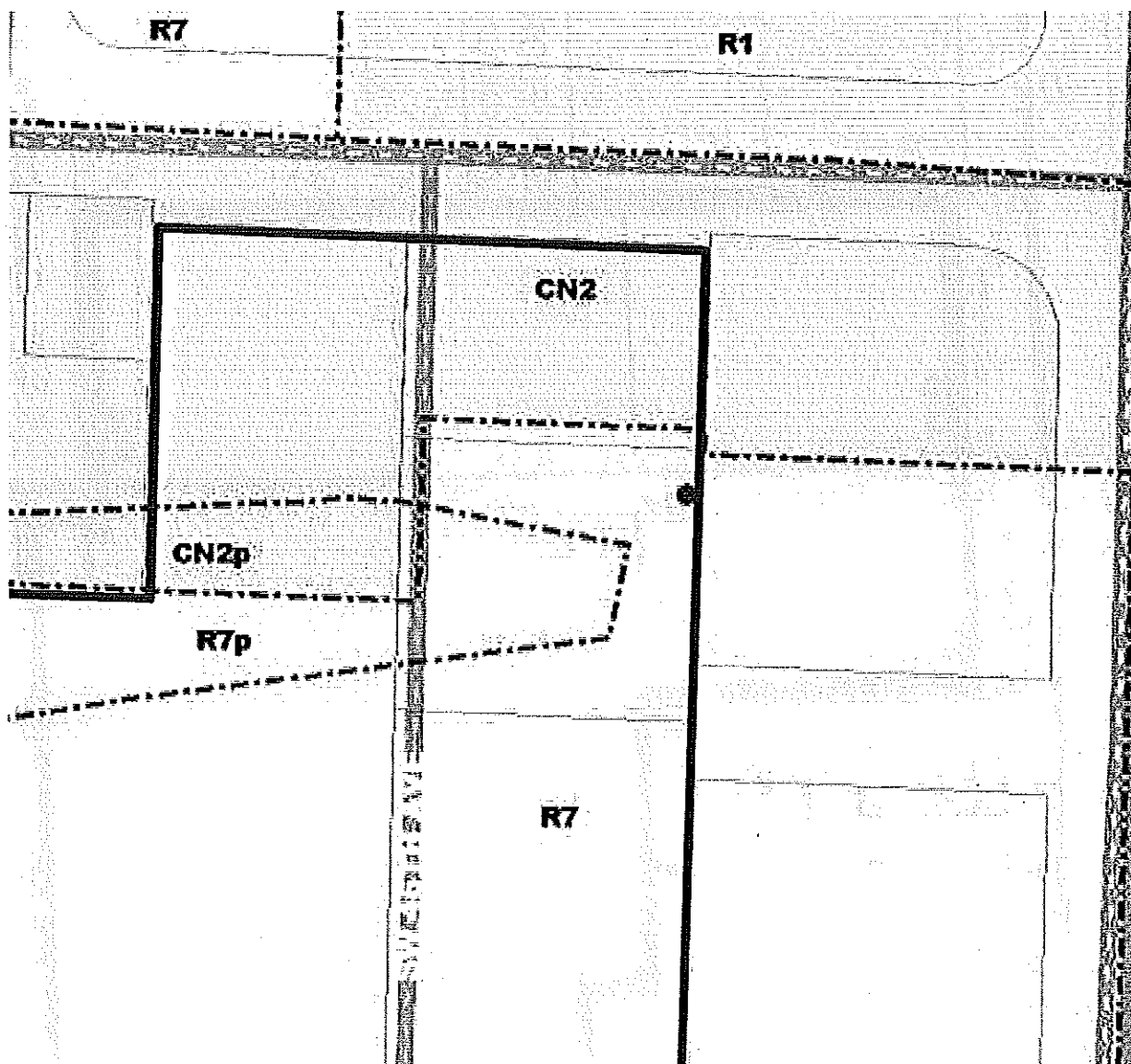
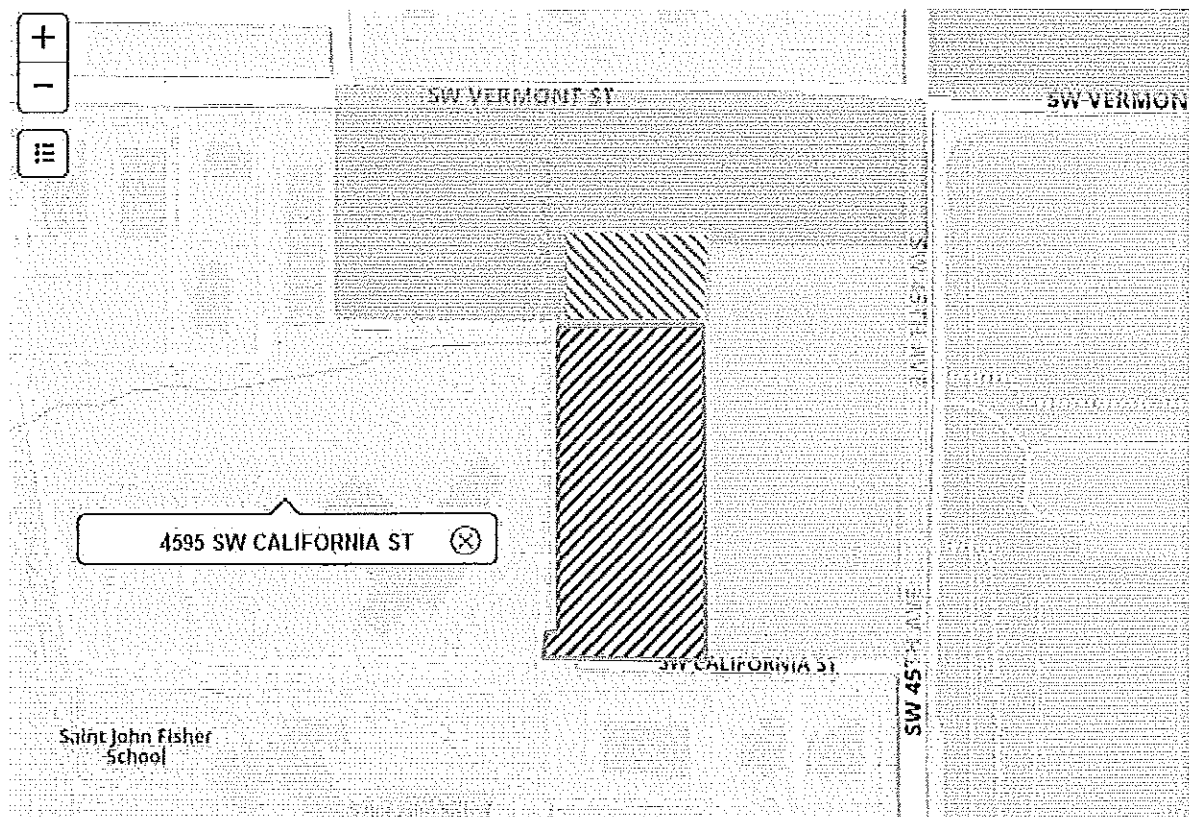


Figure 4: Designations in the Recommended Comprehensive Plan (solid) and those requested in this testimony (stripped).



Current Zoning: CN2 and R7

Current Comprehensive Plan Designations: Medium Density Single Dwelling, Neighborhood Commercial

Proposed Comprehensive Plan Designation: Mixed Use Dispersed, Medium Density Multi-Dwelling

St. Luke Lutheran Church Properties proposed for changes:

TL#200 - 4534 SW Vermont Ave - R113784

TL#202 - NE Cor/46th & SW Florida St - R666535

TL#501 - 4545 SW California St - R666528

December 28, 2015

TO: Mayor Hales and City Commissioners

FROM: NWDA Transportation Committee

RE: Transportation-Related Comprehensive Plan Policies, Projects and Programs

Thank you for the opportunity to comment on the Recommended Draft of the 2035 Comprehensive Plan. Some of our previous comments on the Staff Recommendation have been incorporated into the Recommended Draft, but we also continue to have some concerns.

Policies

We support the added emphasis on transportation demand management (Policies 9.52 – 9.54), but we understand that the actual regulatory elements are not yet fully developed. It is hard to support policies without the accompanying code and ordinances. For transportation demand management to be fully effective, new regulations should apply to all development, not only to new development.

We also support the increased emphasis on parking management, particularly Policies 9.58, Share space and resources, and 9.59, Cost and Price. While we support “Discourage employee and resident parking subsidies,” we are interested in how the City will implement this statement.

Policy 9.60, Bicycle Parking, has improved, but we continue to be concerned that adequate bicycle storage for residents is not reflected in current code language. As we said earlier, “The bicycle parking requirements need to be updated to require adequate space for on-site bicycle storage that is not in residential units and accommodates larger bicycles and bicycle trailers. This is particularly important as new residential units are often quite small and a bicycle is not easily accommodated.

Concerns

Under Campus Institutions, Policy 6.57, Development Impacts, calls for protecting the livability of neighborhoods through adequate infrastructure. In Northwest Portland, there is very little ability to increase capacity to address institutional growth. This policy, or a new one, should address the need of institutions to have rigorous transportation demand management programs to reduce the impacts of growth.

Goal 8.D, Public rights-of-way, talks about public functions and uses as does Policy 8.38. Policy 8.43, Commercial Uses, seems to contradict them by talking about allowing commercial uses to enhance commercial vitality in the public right-of-way. This opens the door for even more structures (street seats) in the roadway and on sidewalks (outside display, including attention-getting devices) that interfere with needed on-street parking in commercial areas and interferes with pedestrian movement.

We suggest that the language of Policy 8.43 be changed to: Limit allowed commercial uses of the right-of-way to those that support pedestrian vitality and do not conflict with through pedestrian movement or the need for on-street parking.

Policy 9.25, Transit equity, should include the term, "Inner Ring Neighborhoods," in the list of where frequent transit service should be provided. These neighborhoods, including Northwest Portland, support some of the highest-density EXISTING neighborhoods in the City. High-quality transit service is crucial to these areas.

Projects

Missing

Northwest Portland will need additional streetcar service before 2035. A project to extend streetcar in Northwest Portland was dropped from the Recommended Draft. Add a streetcar project in NW Portland that will serve Con-way (now XPO Logistics) master plan area and Montgomery Park. This project was in the staff recommendation – Project 113190 but was moved to the Refinement Plans.

New Projects

We support the following new projects:

20111 - Bike Share

20116 - I-405 Safety & Operational Improvements 15th/16th/Burnside/Couch. Project 20116 has been funded by ODOT and is scheduled to be done in the 2016-18 time frame.

60008 NW Everett/Glisan Corridor Improvements (Broadway to 23rd). This is not a new project, but it has been revised/expanded to include Glisan. This project appears to be in lieu of Project 60010 – Everett/Glisan Decouple, which was deleted.

60027 – Con-way Access Improvements (23rd/Vaughn Access Improvements in current TSP). This has been expanded in scope to include the extension of NW 20th from Upshur to Raleigh. This is a funded project now underway.

60030 - NW/SW 20th Neighborhood Greenway (Raleigh to Mill). This project is from the Bicycle Master Plan, but is duplicated in other places (see below under Programs).

We have concerns about the following projects that have removed from the Transportation System Plan (Comprehensive Plan List of Significant Projects).

20064 - NW 14th/16th Connections. Has it been incorporated into 20002?

60002 - NW 18th/19th Decouple. No replacement is shown for this project. If decoupling is off the table, it should be added as a new project similar to 60010 for the Everett/Glisan couplet as traffic calming is needed.

60014 - NW Pedestrian District. This should have been moved to the Programs List, but wasn't. Some of the improvements have been done, but not all of them. Additional improvements are needed to increase capacity for pedestrians and to improve pedestrian safety.

60021 - NW Bikeways. This was a small project; was it done or is it replaced with the larger NW Greenways project?

Programs

The following projects are listed in the various Program Lists. Some of these projects may not be needed and NEW projects should be considered. We hope that City staff will include the community in updating these lists through the Transportation System Plan update process. Since the sources for many of these projects are ten or more years old, other needs have arisen at the neighborhood level that should replace or be added to the existing lists. The NWDA Transportation Committee is in the process of updating and prioritizing projects and would like

the opportunity to work with PBOT staff to include many of these projects into the Program areas.

Pedestrian Network Completion

Stairs from NW Thurman at Gordon to Aspen connection

Bikeway Network Completion

NW Marshall from NW 22nd to NW Station Way

NW 18th from SW Alder to NW Everett

NW 19th from Burnside to NW Hoyt

NW 24th from NW Flanders to NW Glisan

NW/SW 20th from NW Raleigh to SW Mill [does this duplicate 60030?]

Safe Routes to School

Long list of small projects including a mini-roundabout at NW Lovejoy & 25th to improve access to Chapman School that may not be supported by adjacent property owners. There are no projects for the Metropolitan Learning Center other than 60030.

High Crash Corridor

Burnside & W 20th Place – signal and curb extensions [Included in 20014 – W Burnside Improvements]

Burnside & 24th to Skyline –reduce speed, post signage, speed reader board

Burnside corridor – many small projects

Neighborhood Greenways

NW 20th Raleigh to Jefferson [how is this different from 60030 & the project under Bikeway Network Completion?]

NW 24th Nicolai to Westover

Jeanne Harrison

Chair, NWDA Transportation Committee

Arevalo, Nora

From: Kara Stone <khsemail@gmail.com>
Sent: Sunday, January 10, 2016 10:07 AM
To: Nancy Seton
Cc: BPS Comprehensive Plan Testimony; Gloria Reich; Kady Al-Saeed; Karen Healey; Kelly Reece; Lee Doss; Margaret Gossage; Ryan Fedie; Sean Baioni
Subject: New PPS Boundary proposal that impacts

Hi-
 On Jan 9, PPS put out a new boundary change proposal on their website that greatly affects the SW Hills (people are upset because this came out after all the Town Hall meetings had been done, and we are toward the end of the process). Most recent PPS proposal for boundary adjustment would have Council Crest and OHSU neighborhood kids go to Rieke/Gray/Wilson instead of Ainsworth/Sylvan/Lincoln. Ainsworth Spanish Immersion would be unaffected. New draft model for West side schools:

http://www.pps.k12.or.us/files/enrollment-transfer/West_Side_Scenario_Boundary_Adjustments_2016-01-08.1.pdf

On Thursday, January 7, 2016, Nancy Seton <NancySeton@comcast.net> wrote:

Hello,

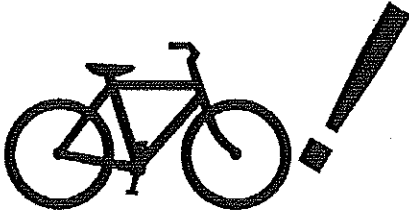
Attached are comments on the Comp Plan Land Use Map from the Southwest Hills Residential League (SWHRL) Neighborhood Association.

Thank you for your consideration,

Best regards,

Nancy Seton, President & Land Use Chair,

Southwest Hills Residential League (SWHRL) Neighborhood Association



BIKE LOUD PDX

BIKELOUDPDX@GMAIL.COM

@BIKELOUDPDX

FACEBOOK.COM/BIKELOUD

To: The Planning and Sustainability Commission
 Re: TSP Discussion Draft Comments
 From: BikeLoudPDX

cc: Mayor Hales
 Commissioner Novick
 Leah Treat
 Art Pearce
 Ian Stude
 Roger Geller

Dear Planning Staff,

BikeLoudPDX, an all-volunteer grassroots cycling advocacy group based in Portland, would like to thank the Planning and Sustainability Commission for the many positive changes to the TSP draft implemented since the last comment period ended in March of this year. We are very pleased to see that all of the active transportation projects that we requested receive priority are now in the constrained category, and that some of the projects we requested be de-funded are now unconstrained or absent from the TSP.

Regarding the current TSP Discussion Draft, we are disappointed to see that many of the projects that are critical to shoring up gaps in our cycling network are currently slated for the 11-20 year time range. Based on the slow progress the city has made so far in building out the 2030 Bike Plan, we are concerned that projects in the 1-10 year range may get pushed into the 11-20 year range, and the ones slated for 11-20 years may not happen at all. We are therefore requesting that the following crucial projects be upgraded from 11-20 years to 1-10 years:

- 1) Inner Sandy Blvd Bikeway (#40106)
- 2) North Portland Greenway Trail, Segment 5 (#30091)
- 3) Hollywood Town Center Safety Improvements (#40045)
- 4) Belmont/Morrison Bikeway (#20063)
- 5) Inner Holgate Bikeway (#70033)

We would also like to take this opportunity to emphasize the great need for the following projects that are currently categorized as 1-10 years, that we would like to see continue to receive funding prioritization in the TSP:

- 1) Inner E Burnside Ped/Bike Improvements (#70010)
- 2) Inner Barbur Corridor Improvements (#90016)
- 3) Portland Bike Share (#20111)
- 4) Inner Eastside Pedestrian/Bicycle Bridge (#20077)
- 5) The multiple greenways proposed for N, NE, SE, and E Portland (e.g. NE/SE Seventies Bikeway #40082, 70052)

However, we must note that there are some glaring omissions from the TSP map. Compared to the 2030 Bike Plan, the TSP contains significantly fewer bicycle infrastructure projects. While we acknowledge that there are new projects in the TSP that are not found in the 2030 Bike Plan, the TSP omits a substantially greater number of proposed projects that are present in the 2030 Bike Plan. In particular the 2030 Bike Plan is more balanced in that it includes not only a comprehensive greenway network, but also substantially more bicycle facilities on arterial streets (example: SE Hawthorne) and sub-arterial streets (example: SE 20th) than currently recommended in the TSP. Considering that the TSP is supposed to cover transportation planning through 2035, while the Bike Plan just covers through 2030, this decrease in the number of cycling infrastructure projects is disconcerting.

We are also concerned that the Central City "Green Loop" project does not appear on the TSP, although the Inner Eastside Pedestrian/Bicycle Bridge (#20077), a proposed element of the Green Loop, does. While the Green Loop project is still in the planning stages and does not yet have a concrete route decided, we request that the project appear on the TSP in some form, and that the project is not forgotten as funding discussions move forward.

We recommend postponing the Sullivan's Gulch Trail three-segment project (#20110, #40117, #40118; segments 1 and 2 are currently listed as constrained) and redistributing the funds as indicated above. (It should be noted, however, that we still strongly support the I-205 Undercrossing (#40119) and do not believe it should be downgraded as well.) While we certainly do not object to the Sullivan's Gulch Trail as a concept, we believe that the funds could be better spent elsewhere to support cycling facilities on our greenways and arterial bikeways instead. We also are of the opinion that relative to the Sullivan's Gulch Trail, the North Portland Greenway Trail fills a more crucial gap in our active transportation network, and we would rather see city funds and focus placed in that project. We are also concerned about right-of-way issues regarding the freight tracks that run parallel to both these projects, and believe that negotiation capital would be much better spent on securing the right-of-way for the North Portland Greenway Trail than Sullivan's Gulch Trail.

Thank you for your consideration. We look forward to reviewing the Proposed Draft of the TSP.

Sincerely,

Emily Guise and Ted Buehler, Co-chairs

Approved by the general membership, November 2015

Arevalo, Nora

From: Lauren Danahy <info@willamettenurseconsultantgroup.com>
Sent: Friday, January 08, 2016 5:59 PM
To: BPS Comprehensive Plan Testimony
Cc: lauren@danahy.net
Subject: City Council meeting on 1/7

Importance: High

To Whom It May Concern:

*5112 SW New # Blvd
PDX 97221*

I attended the City Council Meeting on 1/7 at SEI. I was unable to sign up to provide testimony due to the large number of people that were there with "End Displacement" stickers worn on their clothing. It was swarming with people and we ran out of time to sign up. There were others that also wanted to sign up and weren't able to either.

As I sat in the entire meeting, listening/observing, I realized that the "End Displacement" (E.D.) folks had organized some group to attend this hearing.

I would like to say that although there were other issues discussed at the meeting, the E.D. folks monopolized the ENTIRE meeting. I don't find this fair. I was further shocked to watch as they left "en mass" once their issues/items were well-represented, i.e. once they had all testified. At a certain point in the meeting, I realized this had occurred as the auditorium was then half full vs. the standing room only initially when it started.

I was heartbroken that they ran out of time to hear the rest of people as the issue I had attended was never even broached by anyone! I was thrilled when they announced they are having another meeting next Wed night at City Hall from 4p-7p to accommodate more testimony.

I would like to request that my name be added to the list of citizens that would like to testify. The issue that I am speaking on is the Strohecker's grocery store property.

Please let me know if I am able to be added to this list via this mechanism, or if I need to do it some other way.

Thank you for your time and assistance in this process.

Sincerely,
Lauren Danahy

Lauren Danahy, RN, BS, MBA, CCM, LNCC
 Disability & Catastrophic Nurse Case Manager
 Legal Nurse Consultant
 Principal of Willamette Nurse Consultant Group LLC
 p.971.777.2687

f.503.345.7200

URL: www.willamettenurseconsultantgroup.com

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Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 2:54 PM
To: BPS Comprehensive Plan Testimony
Cc: Thomas Karwaki
Subject: FW: Comprehensive Plan -- North Portland Land Use Group & Neighborhood Chairs Request for Health Overlay addition
Attachments: NPLUG_HealthOverlay Final.docx

Dear Thomas,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comp plan email inbox. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office.

Sincerely,

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Thomas Karwaki [mailto:karwaki@yahoo.com]
Sent: Thursday, January 07, 2016 4:07 PM
To: Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>
Cc: Lum, Leslie <Leslie.Lum@portlandoregon.gov>; Kelley, Mary <mary@npnscommunity.org>
Subject: Comprehensive Plan -- North Portland Land Use Group & Neighborhood Chairs Request for Health Overlay addition

City Council Members,
 The North Portland Land Use Group which includes all of the land use committee chairs of North Portland and the North Portland Neighborhood Associations Chairs request that a Health Overlay be included within the Comprehensive Plan for all of North Portland. This proposal is found below and in a Word attachment.

Thomas Karwaki
 7139 N. Macrum Ae.
 Portland, OR 97203
 Land Use Chair, University Park Neighborhood Association
 253.318.2075

Subject: Health Overlay Zone

Introduction

North Portland is a vibrant, diverse community of single and multi-family homes, commercial centers, and industrial preserves situated at the confluence of the Columbia and Willamette rivers. Our eleven neighborhoods face increasing growth and density in the coming years. The City of Portland Comprehensive Plan identifies inner neighborhood areas such as North Portland as ideal for increased density. The plan recognizes, however, that increased density carries with it the challenge of maintaining a healthy, connected city where residents have access to clean air, accessible green space, and vibrant employment centers.

In order to meet the coming growth in our community without compromising the health and well being of our residents, North Portland's neighborhood representatives recommend a health overlay zone. This zone applies specific land use, design, and monitoring requirements on new development in North Portland to mitigate negative health and safety impacts. The health overlay zone supports a vision along with goals and strategies outlined below that together preserve and enhance our way of life while accommodating new development in our community.

Our community draws inspiration for our recommendations from two key sources. Portland's comprehensive plan update, Policy 4.28.d, encourages design and land use patterns that mitigate negative air quality and noise impacts in Portland neighborhoods, especially near high vehicle traffic areas, and other sources of air pollution. Similarly, Portland's Climate Action Plan (CAP) goals 1-4 aim to reduce the environmental impacts of new development through more sustainable land use and design principles.

Vision

A North Portland community that preserves and enhances the health and well being of its residents while accommodating growth and density needs.

Goals

To achieve our vision, North Portland's neighborhoods propose the following three goals:

- *Better Air and Water Quality:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on energy demand, air conditioning use, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water quality.
- *Reduced Noise Pollution:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on unwanted or distressing sound.
- *Increased Safety:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on criminal activity and emergency preparedness.

Strategies

Goals provide benchmarks by which to measure progress towards our vision. Each goal, however, is supported by specific, actionable strategies that residents, community leaders, and City of Portland staff can use to better our community. We provide an illustrative list of strategies below based on NPLUG discussions, but we expect individual neighborhood association meetings to generate and refine strategies to best fit our community vision.

Better Air and Water Quality

- Improve storm water management design standards for new developments
- Require air filtration in all new residential developments
- Improve ventilation requirements for new residential developments
- Require building features that facilitate less energy use
- Require moisture-infiltration and ventilation features that reduce mold formation
- Eliminate exposure to harmful asbestos materials
- Install traffic-calming, pedestrian, and bicycle features to minimize the use of single-occupancy vehicles (SOVs)

- Install more and better transit infrastructure to encourage more energy-efficient transportation modes
- Require low-emissions freight vehicles
- Preserve and build connections between existing green spaces
- Plant trees that will help filter the air of carbon dioxide, harmful particulates, and other atmospheric contaminants in all new housing developments
- Install air-monitoring stations in North Portland neighborhoods

Reduced Noise Pollution

- Improve noise abatement design standards for new developments
- Install noise abatement walls or similar constructs between residential areas and freight corridors

Increased Safety

- Educate residents on emergency preparedness procedures
- Improve coordination between neighborhood organizations and Portland Police Bureau North Precinct services
- Improve coordination between neighborhood organizations and Portland Fire and Rescue
- Improve coordination with other neighborhood, city, county, and state emergency and safety preparedness groups

Conclusion

These goals and strategies support our community vision of a North Portland that accommodates future growth and density without compromising our health, safety, or well being. By incorporating these elements into the City of Portland comprehensive plan update, we may ensure our community is ready and capable of meeting future growth needs while guaranteeing existing and future residents enjoy a healthy, safe, and vibrant North Portland.

Subject: Health Overlay Zone

Introduction

North Portland is a vibrant, diverse community of single and multi-family homes, commercial centers, and industrial preserves situated at the confluence of the Columbia and Willamette rivers. Our eleven neighborhoods face increasing growth and density in the coming years. The City of Portland Comprehensive Plan identifies inner neighborhood areas such as North Portland as ideal for increased density. The plan recognizes, however, that increased density carries with it the challenge of maintaining a healthy, connected city where residents have access to clean air, accessible green space, and vibrant employment centers.

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Vision

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Goals

To achieve our vision, North Portland's neighborhoods propose the following three goals:

- *Better Air and Water Quality:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on energy demand, air conditioning use, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water quality.

- *Reduced Noise Pollution:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on unwanted or distressing sound.
- *Increased Safety:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on criminal activity and emergency preparedness.

Strategies

Goals provide benchmarks by which to measure progress towards our vision. Each goal, however, is supported by specific, actionable strategies that residents, community leaders, and City of Portland staff can use to better our community. We provide an illustrative list of strategies below based on NPLUG discussions, but we expect individual neighborhood association meetings to generate and refine strategies to best fit our community vision.

Better Air and Water Quality

- Improve storm water management design standards for new developments
- Require air filtration in all new residential developments
- Improve ventilation requirements for new residential developments
- Require building features that facilitate less energy use
- Require moisture-infiltration and ventilation features that reduce mold formation
- Eliminate exposure to harmful asbestos materials
- Install traffic-calming, pedestrian, and bicycle features to minimize the use of single-occupancy vehicles (SOVs)
- Install more and better transit infrastructure to encourage more energy-efficient transportation modes
- Require low-emissions freight vehicles
- Preserve and build connections between existing green spaces
- Plant trees that will help filter the air of carbon dioxide, harmful particulates, and other atmospheric contaminants in all new housing developments
- Install air-monitoring stations in North Portland neighborhoods¹

Reduced Noise Pollution

- Improve noise abatement design standards for new developments
- Install noise abatement walls or similar constructs between residential areas and freight corridors

Increased Safety

- Educate residents on emergency preparedness procedures

¹ Monitoring stations do not directly affect air quality, but do allow for on-going evaluation of air quality mitigation efforts.

- Improve coordination between neighborhood organizations and Portland Police Bureau North Precinct services
- Improve coordination between neighborhood organizations and Portland Fire and Rescue
- Improve coordination with other neighborhood, city, county, and state emergency and safety preparedness groups

Conclusion

These goals and strategies support our community vision of a North Portland that accommodates future growth and density without compromising our health, safety, or well being. By incorporating these elements into the City of Portland comprehensive plan update, we may ensure our community is ready and capable of meeting future growth needs while guaranteeing existing and future residents enjoy a healthy, safe, and vibrant North Portland.

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 2:52 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: University Park Neighborhood Association Comments on Comprehensive Plan
Attachments: UPNA comments on Comprehensive Plan 1.7.16.docx

From: Thomas Karwaki [mailto:karwaki@yahoo.com]
Sent: Thursday, January 07, 2016 5:46 PM
To: Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Lum, Leslie <Leslie.Lum@portlandoregon.gov>
Subject: University Park Neighborhood Association Comments on Comprehensive Plan

Below and attached are the comments of the UPNA to be submitted into the record.

Tom Karwaki is authorized to represent the UPNA tonight.

UNIVERSITY PARK NEIGHBORHOOD ASSOCIATION

TESTIMONY on COMPREHENSIVE PLAN

January 7, 2016

The Board of the University Park Neighborhood and its Land Use Committee requests that you consider the following comments and concerns about the proposed Comprehensive Plan.

1) The Water Bureau property known as the Carey Boulevard property be zoned OPEN SPACE.

The creation of the Mid Peninsula Trail has created a park like setting. The UPNA's comments to the Planning and Sustainability Commission requested that this land be OPEN SPACE. Alternatively, the UPNA requests that the current R5 zoning be maintained and that the one R2 parcel be rezoned to R5.

This request is based on two heritage trees being on the property, its historical use as a park, and the Equity Goals of the Comprehensive Plan. Two hundred years of experience show that Railroads and Residential Housing are not compatible. This is one of the few parcels in the City of Portland where no residences abut railroad lines. In addition, upzoning to allow multi-family housing would create an inequity -- the poorest residents in the neighborhood would live adjacent to a rail line, in an area which already has some of the worst air quality in the US.

This set of parcels is used by over 1200 people every day in the summer to walk dogs, run, bike, play ball, or enjoy the birds and fauna (August 2015 activity census performed by UPNA). It is also used by over 20 and as many as 50 houseless individuals each day of the year.

2) The UPNA Board strongly urges the City Council to FIX a problem created by the current Comprehensive Plan south of Willamette Boulevard and to the east of the railroad line. Five residences are zoned Commercial. The City does not own the bridge and there is a dangerous blind curve at this location which makes vehicular and pedestrian access very difficult. We request that this be DOWNZONED to R5. The addresses of the subject properties are: 6858, 6946, 6838, 6832 and 6822 N. Willamette Blvd.

3) The UPNA Board urges the City to rezone the property south of Oberlin and east of Minerva to R5 to be consistent with the rest of the zoning west of Macrum Ave.

4) The UPNA Board DOES NOT support the creation of an Institutional Campus Zone, but WEAKLY SUPPORTS the reclassification of the Baxter-McCormick property as proposed by the proposed Comprehensive Plan to a lower than Industrial employment zone. The UPNA preferred option is to Reclassify and ReZone the Baxter-McCormick property to OPEN SPACE.

5) The UPNA Board and Land Use and Open Space Committees supports the proposed rezoning and reclassification from Industrial to Open Space of a parcel of land south of Willamette Blvd.

6) The UPNA Board supports the proposed replacement of the viaduct on Willamette Blvd, the replacement of a private bridge across the railroad on Willamette Blvd. and rail line improvements. It also supports the proposed watershed infrastructure improvements.

7) The Map App did not work properly initially and even in its latest version is difficult to use, loses input and is user unfriendly. It isn't always clear what map is being examined, the directions were unclear and it wasn't available in any languages other than English. This suggests that it did not adhere to the goals for inclusivity and community input found in the Comprehensive Plan.

8) The UPNA Board and Land Use Committee strongly supports the inclusion of a Health Overlay for North Portland as proposed by the North Portland Land Use Group and Neighborhood Association Chairs.

Submitted,

Thomas Karwaki

University Park Neighborhood Association Vice Chair & Land Use Committee Chair

7139 N. Macrum Ave

Portland OR 97203

253-318-2075 cell

karwaki@yahoo.com

UNIVERSITY PARK NEIGHBORHOOD ASSOCIATION

TESTIMONY on COMPREHENSIVE PLAN

January 7, 2016

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Submitted,

Thomas Karwaki

University Park Neighborhood Association Vice Chair & Land Use Committee Chair

7139 N. Macrum Ave

Portland OR 97203

253-318-2075 cell

karwaki@yahoo.com

Michael S. Harrison, FAICP
Harrison Consulting
837 NW 25th Ave
Portland, Oregon 97210

To: His Honor Charlie Hales, Mayor and the Portland City Council
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman

1221 SW 4th Ave,
Room 340
Portland OR 97204

Re: Portland Comprehensive Plan Update's impact on the Eliot Neighborhood.

Dear Mayor and City Council,

I urge you to not to rezone the southern part of the Eliot neighborhood from R2 to R2.5, as is proposed in the current version of Comprehensive Plan update.

My Eliot, relationship extends back to 1976 when, as a Portland City Planner, I was assigned the task of preparing the Model Cities Policy Plan for City Council adoption. The plan was approved by the Planning Commission and forwarded to the City Council, but the Council declined to consider the plan because the bulk of the plan's content was focused on social service and education issues, which were considered the responsibility of the County. At the time, the separation of City and County roles in social service provision was recent.

The major issue in Eliot was an unmet commitments made by the City through the Portland Development Commission as part of the Emanuel Hospital urban Renew Plan and district. Changes to Urban Renewal funding, at the federal level, made implementation of the Renewal Plan imposable. The plan was to clear most housing in Eliot to make way for job generating hospital expansion and construction of new housing. Clearance was the only part of the plan carried out. Roughly, 350 families were displaced and their homes cleared in Eliot to make way for development of jobs and housing that never came. Many who were forced to relocate had perversely been forced to relocate to make way for I-5 Freeway, the School Districts Blanchard Center and the Memorial Coliseum

Some years later, (1989) I was given the task of developing what became known as the Albina Community Plan. The Albina Plan included all of the Eliot Neighborhood as well as all of 15 other North and Northeast Portland neighborhoods. A condition

for participation in the Albina Plan placed on neighborhoods was to find a way increase their potential for housing development by ten percent. Some neighborhoods embraced the requirement, as Eliot did and ultimately all the Albina Neighborhoods met the ten percent increase benchmark.

When Eliot considering where to put the additional housing one area the neighborhood suggested was the southern part of Eliot where Additional housing was perceived as needed to stop or reduce development pressure for additional clearance and development for service business and warehousing. Such a shift would was seen as further threaten the Eliot's identity as a residential neighborhood.

The southern lots of Eliot are deep, 125 feet, making it difficult to develop the maximum density allowed with row-house projects. A full range of potential residential zones was considered, including R2 and R2.5. The R2.5 zone was rejected for two primary reasons; it is a zone where density is controlled by street frontage and not lot area, and it is a zone that emphasizes single-family development. Eliot residents wanted to increase diversity as well as population in and the increase in expected new housing in R2 was higher than under R2.5 because largely due to the R2 zones openness to condo and apartment markets.

The area having been red Lined retarded housing development in Eliot at the time also by lenders. When the Albina plan was adopted in 1993, the market was only starting to consider new housing in Eliot. Since then local owners have invested significantly in new housing, in same case without the ability to gain bank financing. The proposed rezoning would make recent developments in compliance with the Albina plan and Eliot neighborhood Plan nonconforming and will reduced the value of the improvements made in the last decade.

A reason sited for the downzoning was to protect historic resources in the Eliot Conservation District. Such a downzoning would break faith with property ones who worked for the creation of the Conservation district after they were assured by the Landmarks Commission that creation of the district would not result un property being downzoned.

This downzoning fails to consider the work the neighborhood and City have done in the last twenty years to repair the damage to the community done by past City actions.

Than you.

Michael S. Harrison, FAICP

Copy to

Charlie Hales, Mayor

1221 SW 4th Ave,
Room 340
Portland OR 97204
503-823-4120

Amanda Fritz, Commissioner

1221 SW 4th Avenue, Room 220
Portland OR 97204
(503) 823-3008

Nick Fish, Commissioner

1221 S.W. 4th,
Room 240
Portland OR 97204
(503) 823-3589

Steve Novick, Commissioner

1221 SW 4th Ave,
Room 210
Portland OR 97204

(503) 823-4682

Dan Saltzman, Commissioner

1221 SW 4th Ave,

Room 230

Portland OR 97204

(503) 823-4151

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 2:49 PM
To: Tanya March
Cc: BPS Comprehensive Plan Testimony
Subject: RE: 2035 Comprehensive Plan Comments

Dear Tanya,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comp plan email inbox. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office.

Sincerely,

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Tanya March [mailto:tlm27@caa.columbia.edu]
Sent: Thursday, January 07, 2016 5:08 PM
To: Commissioner Fish <nick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>;
 Commissioner Novick <novick@portlandoregon.gov>
Cc: Fritz, Amanda <Amanda.Fritz@portlandoregon.gov>
Subject: 2035 Comprehensive Plan Comments

Dear Commissioner Nick Fish,
 cc: Amanda Fritz, Chales Hales, Steve Novick,

Nick, I wanted to thank you for coming to my children's school (MLC) today and for teaching in the middle school. I think you heard from our librarian and others in our community the pain of urban density without proper planning for public school infrastructure.

The 2035 Comprehensive does not offer balanced thoughtful planning in the Alphabet Historic District between the needs for additional housing and the needs for the children of the new residents with out yards for easy access playground, transportation flexibility, and accessible public schools.

I need to jet to a Parks Committee meeting at City Hall I hope to make it to the tail end of tonights meeting at SEI, I just wanted to get on the record in regards to the Comp Plan since this could be my last chance to testify on this issue.

yours,
 Tanya March
 8334 N. Hartman St.

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 2:48 PM
To: Thomas Karwaki
Cc: BPS Comprehensive Plan Testimony
Subject: RE: University Park Neighborhood Association Comments on Comprehensive Plan

Dear Thomas,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comp plan email inbox. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office.

Sincerely,

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Thomas Karwaki [mailto:karwaki@yahoo.com]
Sent: Thursday, January 07, 2016 5:46 PM
To: Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Lum, Leslie <Leslie.Lum@portlandoregon.gov>
Subject: University Park Neighborhood Association Comments on Comprehensive Plan

Below and attached are the comments of the UPNA to be submitted into the record.

Tom Karwaki is authorized to represent the UPNA tonight.

UNIVERSITY PARK NEIGHBORHOOD ASSOCIATION

TESTIMONY on COMPREHENSIVE PLAN

January 7, 2016

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8) The UPNA Board and Land Use Committee strongly supports the inclusion of a Health Overlay for North Portland as proposed by the North Portland Land Use Group and Neighborhood Association Chairs.

Submitted,
 Thomas Karwaki
 University Park Neighborhood Association Vice Chair & Land Use Committee Chair
 7139 N. Macrum Ave
 Portland OR 97203
 253-318-2075 cell
karwaki@yahoo.com

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 2:37 PM
To: Michael Harrison
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan Update

Dear Michael,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comp plan email inbox. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office.

Sincerely,

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Michael Harrison [mailto:hconsult@aracnet.com]
Sent: Thursday, January 07, 2016 6:38 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>; Hull Caballero, Mary <Mary.HullCaballero@portlandoregon.gov>
Subject: Comprehensive Plan Update

Please consider my attached letter as part of your consideration of the effort to consider the update of Portland's comprehensive plan.

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 2:35 PM
To: Robert Bernstein
Cc: BPS Comprehensive Plan Testimony
Subject: RE: my input in general re: comp plan..submitted 8:16pm 1/7/16

Dear Robert,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comp plan email inbox. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely,

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Robert Bernstein [mailto:bobbo1946@yahoo.com]
Sent: Thursday, January 07, 2016 8:19 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Subject: my input in general re: comp plan..submitted 8:16pm 1/7/16

It would be nice if NE, albeit as gentrified as it is and North also, could feel the benefits of mixing upper and lower income. When I worked with families it was always distressing that the kids in, Columbia Villa, let's say..had few functional good, male role models..think it benefits both groups and the City. We are turning into a rich enclave.

I would like to see the adoption of the recommendations of the Division St. Design Initiative..as to protection of privacy, sun access, views, parking, neighborhood,"fit", relating building height to street width. Encourage preservation of older homes. Do what you can re: LUBA/Metro towards having more development a bit further out..let the developers pay for new infrastructure..

Real Protection for trees and Birds, not mitigation..unless it's "real" time.

Robert B. Bernstein
 7415 SE Main St.

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, January 08, 2016 2:14 PM
To: Jan Roxburgh
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Public Testimony for PCC Comprehensive Plan Hearing January 7, 2016

Dear Jan,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comp plan email inbox. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office.

Sincerely,

Mustafa Washington
 Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Jan Roxburgh [mailto:hummingbirdzoo@yahoo.com]
Sent: Friday, January 08, 2016 1:47 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>
Subject: Public Testimony for PCC Comprehensive Plan Hearing January 7, 2016

Public Testimony for PCC Comprehensive Plan Hearing on January 7, 2016,

6-9pm

Dear Mayor Hales and Commissioners Amanda Fritz, Nick Fish, Steve Novick, and Dan Satzman, and also the PSC Commissioners,

I sincerely thank you for recognizing the importance of protecting West Hayden Island from further industrial development, for the next 20 years. It means such a lot to residents on the island like me, and to so many others who care about retaining what remains of our precious and endangered natural areas in the Portland area.

I would like to suggest that having extra protections in place would be a good idea, such as giving a qualified organization, such as Audubon of Portland, the authority and responsibility of systematically monitoring the condition of the land and wildlife at regular intervals. This organization could be required to write a report on their findings which they then submitted to the Portland City Council. I suggest this because of my concerns of how West Hayden Island is already carrying a burden of huge piles of toxic river dredgings that have been placed by the Port of Portland, and according to SB412, the Port intends

to continue to dump dredgings there. I am also concerned that activity by the Port of Portland and others may have disrupted the nesting of Bald Eagles so that they left last year.

Thank you for your time and consideration.

Sincerely,

Jan Roxburgh
1503 N. Hayden Island Drive,
Portland, OR 97217



This email has been sent from a virus-free computer protected by Avast.
www.avast.com

Arevalo, Nora

From: Brandon Spencer-Hartle <Brandon@restoreoregon.org>
Sent: Friday, January 08, 2016 11:09 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Add to Record for 1/7/2016 Item 28

From: Brandon Spencer-Hartle
Sent: Friday, January 08, 2016 11:07 AM
To: 'Karla.Moore-Love@portlandoregon.gov' <Karla.Moore-Love@portlandoregon.gov>
Subject: Add to Record for 1/7/2016 Item 28

Please add the following to the record relative to Item 28 "Adopt a new Comprehensive Plan for the City of Portland, Oregon." The text is verbatim of verbal testimony provided at the January 7, 2016, hearing:

My name is Brandon Spencer-Hartle, I am here tonight representing Restore Oregon.

I am asking the Council to add an additional policy, a new Policy 4.55, to the Historic and Cultural Resources section of the proposed Comprehensive Plan. This addition would support a recent Land Use Board of Appeals opinion related to the use of historic resources. Historic resources that lack economic viability fall into demolition-by-neglect and risk being demolished in favor of more lucrative uses.

Please consider addition the following policy:

4.55. Economic Viability. Provide options and incentives to allow for the productive, reasonable, and/or adaptive reuse of historic resources.

While similar to current Policy 4.56, specific reference to economic viability is called for to set the framework for investing in historic resources and maximizing the use of them into the future. The above policy recommendation is adapted from Clackamas County's Comprehensive Plan, where it has been valuable in facilitating the reuse of complex historic resources.

Thank you,
Brandon

Brandon Spencer-Hartle
Senior Field Programs Manager
Restore Oregon
503.946.6379
Preservation News & Events

Arevalo, Nora

From: PDX Comp Plan
Sent: Friday, January 08, 2016 10:11 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: BPS Testimony for Tonight's Hearing January 7, 2016

This appears to be testimony.

Sara Wright
 p: (503) 823-7728

From: BPS Mailbox
Sent: Friday, January 08, 2016 8:54 AM
To: PDX Comp Plan <pdxcompplan@portlandoregon.gov>
Subject: FW: BPS Testimony for Tonight's Hearing January 7, 2016

NaTasha Gaskin
 City of Portland
 Bureau of Planning and Sustainability
 Ph: 503-823-7802

Follow us on Twitter: @PortlandBPS
 Subscribe to the BPS Enews
 Like us on Facebook

From: Katherine Wilson [mailto:katherinewil@gmail.com]
Sent: Thursday, January 07, 2016 11:50 PM
To: BPS Mailbox <BPSMBX@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>; Commissioner Novick <novick@portlandoregon.gov>; Frost, Liam <Liam.Frost@portlandoregon.gov>
Subject: BPS Testimony for Tonight's Hearing January 7, 2016

Dear Esteemed Mayor and City Council,

My name is Katherine Wilson. I was once nicknamed "The Godmother of Film in Oregon." My Nez Perce Elders gave me my Indian name of Redhawk.

I am also a 6th generation Oregonian on my Mother's side. My husband and I have commuted to work in Portland for 40-some years. We have worked on over 45 films in Portland alone. My husband has recently been working on "Grimm" for the last 5 years.

I am a screenplay writer and Producer. I worked on all 3 of Oregon's biggest Academy Award winners and it's largest grossing films. <http://imdb.me/katherinewilson>. My husband's credits are linked to mine under 'spouse': Philip Krysl.

I took the day off of editing my current film to drive 3 hours to Portland today to first visit with the Governor's Office of Film's Project Manager, and then with the Film Commissioner; as I was coming to testify at your hearing.

An elderly friend went at 4:30 to sign up for me while I drove there. But they wouldn't allow her to put my name on the list. **I didn't get to testify.**

I just got back. It's 10:30 pm. Mayor Charlie said we could write to you if we couldn't testify due to time limits. I hope I can get this to you before midnight!

But my heart was filled hearing this incredible community speak their hearts while I was there.

This is what I would have said: "I have something to offer all of you!" And it will meet almost every single goal in your Plan! (See below)

What's my plan? It's a vision I have had since 1973 when I started growing this industry:

SAVE TERMINAL ONE! Put it in a land bank. Lease it to the film industry! Why? Oregon's Film Industry needs a home, a studio, a central gathering place.

- Grimm tried to rent it. It's perfect AS IS for our INDUSTRY.
 - Perfect for the Semi's who need access to the Freeways
 - Perfect for the various 12 separate film departments with its Garage doors for loading and unloading
 - Perfect for building sets in.
 - Will foster low carbon footprint with its proximity to the train station and Trimet.

- Enough space for parking for cast, crew, trucks AND Semi's!
 - Near filmmakers' favorite restaurants and shopping!
 - Space for moving vintage structures onto to create a back lot!
 - A place big enough to intern young people into the business
 - An eventual Tourism destination
 - A green industry,
 - But in an industrial area where we can use special effects
 - A place with open sky for shooting, especially period pictures that need no modern telephone wires and cables.
 - Great light, clear fir, and non toxic building materials for sensitive artists
- Besides all that:
 - Keep this last piece of Portland land for the next 7 generations!
 - It is just a few hundred feet from a residential area.
 - It could support bringing jobs by having space for large budget features
- It meets the Zoning requirements with out being a typical industrial pollutant!

Here is how it meets the outcomes of YOUR plan (in italics), and I quote:

"Vision

Portland is a prosperous, healthy, equitable and resilient city where everyone has access to opportunity and is engaged in shaping decisions that affect their lives. Guiding principles

Not just where but HOW Portland will grow. The Comprehensive Plan includes five Guiding Principles to recognize that implementation of this Plan must be balanced, integrated and multi-disciplinary. The influence of the

Guiding Principles is seen throughout the Plan as they shape many of the individual policies and projects.

Economic Prosperity

Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

My husband makes \$100,000 a year driving a Set Dec truck with out a diploma!

Human Health

***Avoid or minimize negative health impacts** and improve opportunities for Portlanders to lead healthy, active lives.

*Environmental Health

Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water and land.

****DON'T LET A TOXIC INDUSTRY BE THE HIGHEST BIDDER! Keep it off the market!***

Equity

Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and **improving socio-economic opportunities for under-served and under-represented populations. *ARTISTS and people of color.***

Intentionally engage under-served and underrepresented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

Resilience

Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts. “

The Film Industry is one of Portland's fastest growing industries! Grimm alone brought \$250 MILLION into the Portland Metro's economy!

But, please, don't just do it for me, even though I need it for my next feature film, but because Portland needs it for its next feature film, tv series, the Film Industry Community needs it, and our Children and Grandchildren may eventually need it for other even more important reasons!

Thank you so much for your time. Please call me if I can answer any questions.

My Very Best,

Katherine Wilson

PO Box 398

Walterville, Oregon 97489

(541) 521-3378

Arevalo, Nora

From: Beverly Bookin <bookin@bookingroup.com>
Sent: Thursday, January 07, 2016 12:17 PM
To: BPS Comprehensive Plan Testimony
Cc: 'Marilynn Considine'
Subject: [User Approved] Letter from South Portland Neighborhood Association in Support of the National College of Natural Medicine
Attachments: SPDY Neighborhood Association.pdf

I believe that this email address is the portal for submitting testimony on the Portland Comprehensive Plan via the City Clerk for inclusion in the legal record for tonight's City Council hearing on the matter. I represent the National College of Natural Medicine. Earlier today, a representative of the South Portland Neighborhood Association (SPNA) submitted a letter from its board supporting a request by NCNM to extend the proposed new Institutional Campus (IC) Comprehensive Plan designation across its entire approved campus boundary. This copy of the letter contains a signature by Ken Love, president of the board, whereas we believe the earlier copy did not. Thanks.

Beverly Bookin, AICP
 The Bookin Group LLC
 813 SW Alder Street, Suite 320
 Portland, OR 97205
 503.241.2423 (Office)
 503.309.4140 (Cell)

WE ARE MOVING!!!!
 Effective February 15, 2016
 812 SW Washington, Suite 600
 Portland, OR 97205

January 6, 2016

Mayor Charlie Hales
Members of the Portland City Council
1221 SW 4th Avenue
Portland, OR 97204

Re: Recommended Draft 2035 Comp Plan


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

This letter is to inform you that the South Portland Neighborhood Association supports the request of National College of Natural Medicine that their campus area receive the new campus/institutional designation in the updated Comprehensive Plan.

SPNA and NCNM have discussed the details of this new Comp Plan designation at Land Use Committee and SPNA Board meetings. Joan Frederiksen of BPS was of great assistance in helping the neighborhood and the college understand the potential zoning and land use implications that are involved. SPNA and NCNM have reached agreement on a process for the implementation of future zone changes under the proposed designation.

Once public testimony concludes and Council begins its deliberation on the new plan, we ask that you favorably consider NCNM's request and introduce any necessary amendments before formal adoption of the updated Comp Plan. If you have any questions, please contact our Land Use Committee chair, Jim Gardner, at jimdonnachamois@msn.com, or 503-227-2096.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ken Love".

Ken Love, President
South Portland Neighborhood Association

Arevalo, Nora

From: Christopher Eykamp <chris@eykamp.com>
Sent: Thursday, January 07, 2016 6:54 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Dear Portland City Council members,

I am writing to support the following three policy provisions proposed by the Division Design Initiative.

1. Improve Community Notification and involvement (DDI Policy Recommendation #1) to better engage individuals and neighborhoods to have more meaningful and timely opportunities to be involved in the planning and design of future growth. This is an issue of wide concern amongst my neighbors.
2. Close the Floor Area Ratio (FAR) code loophole, now. (DDI Policy Recommendation #2) The lack of an FAR requirement provides an incentive for additional square footage to developers that is outdated, and has resulted in boxy buildings with flat facades, blank walls, and little room for design details that help buildings blend better within their context. Although the City is proposing to add an FAR to close this gap in future zoning updates to new Mixed Use Zones, it won't take effect until 2017. We need leadership now to fix this code loophole, to ensure as many buildings as possible will be better designed.
3. Support infill density with fewer impacts by conducting further refinement of the City's proposed Growth Scenarios (DDI Policy Recommendations #4, #6, #9); incorporating permit compatibility criteria (#3); and requiring development impact analysis (#10). These will help communities achieve good quality developments with less conflict and will result in more successful density through context-sensitive design.

I hope you will enact these measures to help ensure we get higher quality development as Division continues to grow.

Thank you,

Chris Eykamp
2101 SE Tibbetts
Portland 97202

PERKINScoie

1120 NW Couch Street
10th Floor
Portland, OR 97209-4128

☎ +1.503.727.2000
✉ +1.503.727.2222
PerkinsCoie.com

January 7, 2016

Michael C. Robinson
MRobinson@perkinscoie.com
D. +1.503.727.2264
F. +1.503.346.2264

VIA PERSONAL DELIVERY

Mayor Charlie Hales
City of Portland City Council
1221 SW 4th Avenue, Room 340
Portland, OR 97204

Re: Agenda Item 28 (Previous Agenda No. 1296); Adoption of New Portland Comprehensive Plan

Dear Mayor Hales and Members of the Portland City Council:

This office represents Providence Health & Services – Oregon (“Providence”). Providence’s appreciates the City Council’s consideration of new Portland Comprehensive Plan (the “Plan”) policies addressing institutions. As explained below, Providence asks that the City Council consider changes to the proposed Campus Institution Plan policies prior to making a final decision. Providence cannot support the proposed Campus Institution Plan policies without the changes requested in this letter.

Providence submitted a letter to the Portland Planning and Sustainability Commission (the “PSC”) dated March 13, 2015 (**Exhibit 1**) addressing many of the issues raised in this letter. I have included the letter as an exhibit so that the City Council may see all of Providence’s suggestions.

The proposed Campus Institution Plan policies are contained in proposed Plan policies 6.55 through 6.60. Providence raises the following issues for these Plan policies.

1. The Plan Policies Should be Adopted before the Campus Institution Land Use Regulations (the Proposed CI-1 and CI-2 Zoning Districts) are Adopted in Order for the Plan Policies to Inform the Land Use Regulations.

The Plan policies establish the City’s vision for development. Land use regulations implement the Plan’s vision.

The proposed Plan policies before the City Council will be adopted concurrently with the implementing land use regulations. An institution supporting the Plan policies cannot be assured that the land use regulations will be as intended since once the Plan policies are adopted, the City has considerable discretion in their implementation.

Mayor Charlie Hales
January 7, 2016
Page 2

Providence asks that the City Council consider revisiting the Plan policies following the PSC recommendation to the City Council concerning the CI-1 and CI-2 land use regulations. This will allow institutions the opportunity to determine that the final, proposed land use regulations are acceptable.

2. Approved Conditional Use Master Plans ("CUMP") Should be Allowed to Continue and Be Extended at the Institution's Option.

Almost every health care institution in the City has an approved CUMP. The health care institutions have worked hard with their neighbors to develop CUMPs that reflect how the health care institution can grow while being a good neighbor to its neighbors. However, the proposed Plan policies say nothing about maintaining and extending the CUMPs.

Providence asks that the City Council consider adopting the following Campus Institution Plan policy:

"Policy 6.61. Existing Conditional Use Master Plans. Existing conditional use master plans represent a commitment by a campus institution and an approval by the City to a certain kind of future growth that has been found to be compatible with adjacent neighborhoods. Implementing land use regulations should allow for approved CUMPs to be continued and extended at the campus institution's option."

3. Existing Transportation Demand Management ("TDM") Plans Should Continue to be Used.

Many of the CUMPs, including the CUMP for Providence Portland Medical Center, include successful TDM plans. Providence's TDM has successfully reduced single occupancy vehicle ("SOV") trips. The proposed Plan policies should allow for the continuation of approved and successful TDM plans. Providence requests that the City Council consider the following Campus Institution Plan policy:

"Policy 6.62. Transportation Demand Management Plans. Transportation demand management plans approved as part of a conditional use master plan that have proven to be successful in reducing single occupancy trips and encouraging use of a variety of transportation modes shall be allowed to be continued and, if a new transportation demand management plan is required, an existing transportation demand management plan shall be considered as satisfying at the

Mayor Charlie Hales
January 7, 2016
Page 3

**requirement for a new transportation demand management
plan."**

4. Conclusion.

Providence appreciates the work that the professional staff, the PSC and City Council have devoted to the implementation of Portland's new Plan. Providence also appreciates the opportunity to be part of the discussion, especially as it affects Portland Providence Medical Center. Providence respectfully requests that the City Council leave the written record open in order to allow it and other parties the opportunity to respond to testimony presented to the City Council through tonight so that the City Council may have the benefit of the parties' comments on the testimony.

Very truly yours,



Michael C. Robinson

MCR:rsr
Enclosure

cc: Ms. Dana White (via email) (w/ encl.)
Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Krista Farnham (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Mr. Jeff West (via email) (w/ encl.)
Mr. Trent Thelen (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)

PERKINScoie

1120 NW Couch Street
10th Floor
Portland, OR 97209-4120

+1.503.727.2000
+1.503.727.2222
perkinscoie.com

March 13, 2015

Michael C. Robinson
MRobinson@perkinscoie.com
D. (503) 727-2264
F. (503) 346-2264

Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7000
Portland, OR 97201

Re: Portland Comprehensive Plan ("Plan") Update; Proposed Policies 6.53-6.58

Dear Chair Baugh and Members of the Commission:

This office represents Providence Health & Services—Oregon ("Providence"). I am writing on behalf of Providence to comment on proposed Plan policies 6.53-6.58 concerning Campus institutions and to offer additional comments on the Plan update concerning Campus institutions. I have attached Providence's previous letter dated November 3, 2014.

Providence continues to support the concepts found in proposed Plan policies 6.53-6.58 for recognition of the importance of Campus institutions to the Portland economy. Providence believes, as it said in its November 3, 2014 letter, that the Plan policies should expressly provide for the following:

- The proposed Plan policies should provide for the implementing land use regulations to allow use of approved Conditional Use Master Plans ("CUMPs") by Campus institutions, such as Portland Providence Medical Center, for existing CUMPs to be modified, and for new CUMPs to be adopted as an alternative to development under a new zoning district.
- The proposed Plan policies should expressly provide that the Campus institution Plan map designation may be achieved through either legislative, or quasi-judicial implementation. Providence believes that a legislative implementation by the City is preferable to quasi-judicial implementation for a number of reasons. However, if the City proceeds with a legislative amendment, a major institution should be able to "opt out" of the legislative amendment, or if it "opts in" to the legislative amendment, that it be allowed to continue to rely upon an approved, modified or new CUMP.
- The proposed Plan policies and mapping should be adopted concurrently with the implementing Campus institution land use regulations. The City will implement the Plan policies through land use regulations. The land use regulations as adopted may not be satisfactory to major institutions. Concurrent implementation allows major institutions the opportunity to review the land use regulations before the Plan policies are adopted.

Mr. André Baugh, Chair
March 13, 2015
Page 2

Thank you for your consideration of these comments. Please place this letter in the official file for the legislative amendment and provide me with written notice of the Commission's recommendation to the Portland City Council.

Very truly yours,



Michael C. Robinson

MCR:rsr
Enclosure

cc: Ms. Dana White (via email) (w/ encl.)
Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)

Arevalo, Nora

From: Leah Woods <leahwoods1027@gmail.com>
Sent: Thursday, January 07, 2016 6:18 PM
To: BPS Comprehensive Plan Testimony
Subject: PDX Comp Plan Concerns - Zoning Change Stark/Belmont-26th/30th Aves

Dear Planning and Sustainability Commission,

Please accept the following as my written testimony regarding the 2035 Comprehensive Plan:

The current proposal includes a zoning change to the blocks between Stark and Belmont and 26th and 30th Avenues where I reside. The proposed change would take an area that is currently R5 and R2.5 zoning and would increase it to R1 and R2. I oppose this change and ask the commission to remove this up-designation from the plan. My reasons are as follows:

- The zoning change is highly focused on this small area- there are no other areas of this size that have such extensive changes proposed, yet the composition of these blocks is very similar to the rest of the Sunnyside/Buckman/Hawthorne neighborhoods. Why have our blocks been targeted for this change when virtually the rest of inner SE Portland is being left alone?
- The targeted nature of this change would encourage tear downs in our neighborhood. There are single family old Portland homes that would be changed from R5 to R1 in this proposal. Why would we do this except to encourage tear down and new development?
- The potential new development would alter the character and scale of our neighborhood dramatically, and would also impact current affordable housing options in the neighborhood as new development would be done for market-rate housing.
- The change is not in line with the City's own statements about development goals where there is increased density along commercial corridors that decreases as you get farther away from the corridor. The neighboring areas along Stark and 30th Ave would remain R5 and R2.5, so it would simply form a pocket zone of increased density in an existing built-out neighborhood (the R1 designation would reach 4 blocks beyond the Belmont corridor).
- It is not reasonable to cite that this change is being made to bring properties into zoning conformance when the proposed zoning changes are not more widespread. For example, there are non-conforming properties across the street from the area of proposed change. Why weren't more properties included throughout SE Portland in this change? In addition, property owners should be aware of zoning restrictions upon purchase/build, so why am I being forced into a change to account for their negligence?
- The first researched and proposed plan (July 2015) did not include such an extensive change to this neighborhood but was changed after testimony from apartment owners who do not live in the area without input from neighborhood residents.
- The infrastructure is not in place for this targeted up-designation. We do not have a park and we are served by one bus line.

This proposal is not in the best interest of our neighborhood and unfairly targets our area. I ask that you remove the up-designation for Belmont/Stark-26th/30th Aves from the plan.

Thank you,
 Leah Woods
 706 SE 28th Ave
 Portland OR 97214

Arevalo, Nora

From: Lindsay Jensen <lindsay@stjohnsmainstreet.org>
Sent: Thursday, January 07, 2016 5:44 PM
To: BPS Comprehensive Plan Testimony
Subject: Comp plan - addressing needs in St. Johns
Attachments: SJMS_Letter to City_Zoning on Lombard.pdf

Dear members of City Council:

Unfortunately, I am unable to make tonight's hearing, so wanted to send written testimony about proposed comp plan changes in St. Johns.

St. Johns has a rich history of being a vibrant and working class neighborhood. We are one of the most economically diverse neighborhoods, which is something that we value and want to hold on to. While we also recognize the need for growth, it's important to us that we can maintain our history and the people who have made St. Johns what it is today. With this in mind, it is critical that the city invest in affordable housing and living wage jobs in St. Johns.

The 15 acre industrial site (known as Steel Hammer) represents our rich history and is a site ripe for new development. Quite frankly, 15 acres is a lot of land and one of the few properties left in the City of Portland at that scale. We need to be creative with that space and figure out how to make it a space that accommodates affordable housing and living wage jobs.

The city worked hand-in-hand with residents to create the St Johns/Lombard Plan back in 2004. We agreed that the 15 acre site should transition to a variety of uses. In this, we recognize that we have given away a lot of flexibility and development potential to the property owner. The current zoning is industrial, but the proposed zoning is Mixed Use. Mixed Use should mean something, not just housing (and definitely not luxury housing). What's the purpose of this zoning category?

The neighborhood wants long term affordable homes and living wage jobs that harken back to our roots. We urge you to look at the Mixed Use category and figure out ways to ensure that important community benefits come out of these "flexible" projects. We do not want to see any more of our neighbors displaced.

I am also attaching a letter, encouraging the city to NOT down-zone the section on Lombard at the intersections of N. Catlin to N. Bruce.

Sincerely,
 Lindsay

Lindsay Jensen, MBA
 Executive Director

St. Johns Main Street
 8250 N Lombard Street
 Portland, OR 97203

lindsay@stjohnsmainstreet.org
 Office: 503-841-5522
 Cell: 360-450-9892



January 7, 2016

To the members of City Council:

St. Johns Main Street and the neighborhood Land Use Committee have met with neighbors on N. Lombard Street who are affected by the proposed zoning changes (as highlighted in the Comprehensive Plan) for properties north of the intersection with N. Catlin to the intersection with N. Bruce. This proposed change would down-zone properties, changing the zoning designation from medium density to single dwelling. This is proposed change 190.

The general consensus is that the zoning changes proposed will negatively affect the home owners and residents of the proposed zoning change by creating incompatible land uses. The proposed Single Dwelling designation is "intended to create, maintain and promote single-dwelling neighborhoods" (Portland BPS website). However, it is being employed on a designated truck route that carries freight to the Port. The Port estimates that approximately 1900 trucks pass along the truck route each day. This quantity of industrial traffic is not suitable for single-dwelling homes or neighborhoods. Consequently, families will not choose to live on this road because of environmental health and safety issues, thus further relegating people/families who cannot afford safer places to live in this incompatible zone. Those who currently live there may continue to do so, but will never have the opportunity to transition it to a more compatible land use. Developers who may be able to transform it over time into a street/district that is more compatible with truck traffic will not be able to because of the zoning. Homeowners will see their property values go down. This is a lose/lose strategy for mitigating the truck use and although this letter does not address feelings towards the truck route decision, it recommends leaving the zoning flexible so that home owners and residents currently living there are not fossilized in a poor land use decision as the future of the truck route may shift or change.

For all of the aforementioned reasons, we propose to leave the zoning as it is, and to consider future zoning changes as part of a larger vision that integrates transportation and land use decisions more fluidly.

Thank you for your consideration.

Kind regards,

Lindsay Jensen, Executive Director
lindsay@stjohnsmainstreet.org
 503-841-5522

Arevalo, Nora

From: Lisa Maxfield <lamaxfield@pacificnwlaw.com>
Sent: Thursday, January 07, 2016 5:31 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony - Strohecker's property 2855 SW Patton Rd.

Good Afternoon,

I am writing regarding proposed zoning changes for the Strohecker's property 2855 SW Patton Rd. I urge the city to continue to honor Ordinance No. 155609, which was signed into law in 1984. The ordinance was enacted to help to maintain the safety, livability and property values of a lovely neighborhood. It is important that the city honor the law despite changes in the ownership of of the former Stohecker's Grocery Store.

Lisa A. Maxfield
4478 SW Greenhills Way
Portland, OR 97221

"Most men would get discouraged by now. Fortunately for you, I am not most men!" -Pepe Le Pew

Arevalo, Nora

From: Ann Naughton <thenaughtons1@comcast.net>
Sent: Thursday, January 07, 2016 5:23 PM
To: Scarzello, Christina; BPS Comprehensive Plan Testimony
Cc: 'Michael Naughton'; jnaughton61@gmail.com; thenaughtons1@comcast.net
Subject: RE: Comprehensive Plan Testimony, James and Michael Naughton, 9 NE 120th Ave. and 9 NE 120th Ave #WI, Portland, OR 97220
Attachments: Tax ids.pdf

To the Comprehensive Plan Council and City of Portland,

Mailing address for Zone change Testimony below:

Michael and Ann Naughton
 James and Paula Naughton

9 NE 120th Ave.
 Portland, OR 97220

Phone:

First contact: Ann Naughton cell: 503-320-1522

Second contact: Michael Naughton, Dental Office work phone: 503-253-7814

Third contact: James Naughton cell: 503-310-7072

From: Ann Naughton [mailto:thenaughtons1@comcast.net]
Sent: Thursday, January 7, 2016 4:53 PM
To: 'Scarzello, Christina' <Christina.Scarzello@portlandoregon.gov>; cputestimony@portlandoregon.gov
Cc: 'Michael Naughton' <mpnaughton@ipns.com>; jnaughton61@gmail.com; thenaughtons1@comcast.net
Subject: Comprehensive Plan Testimony, James and Michael Naughton, 9 NE 120th Ave. and 9 NE 120th Ave #WI, Portland, OR 97220

To the Comprehensive Plan Council and City of Portland,

We are writing to request a Comprehensive Plan designation and zone change on our properties located at Burnside and NE 120th Ave. from RH to the new proposed CM3/Mixed Use-Civic Corridor. Jim Naughton and Mike Naughton currently own both properties at 9 NE 120th Ave. (R175182) and the lot next to it 9 NE 120th Ave #WI, Portland, OR 97220 (R175181). See attached. Both properties are currently zoned RH. The dental office currently has nonconforming use for that zone. The building sits on Burnside. MAX runs in front with the 122nd MAX stop two lots away (there is no NE 121st Ave at that point). A low income multi family high rise has been erected next door. A mini mart is across Burnside, as well as additional multi family apartments.

Jim and his brother, Dick (deceased) are two dentists who built the office in 1972. It has continued as a large, successful dental office now occupied by Richard's son Michael Naughton and two other dentists. They have seen change throughout the years and want to keep current with zoning, codes and the City's view of the future. Because of the proximity to the commercial businesses of 122nd, the development of multi family high rises, and the variety of use in that area, we think now would be the time to request the zoning change from RH to the proposed CM3.

It is our understanding that by changing to CM3 both properties will:

1. Continue to keep their medical/dental use and become conforming
2. Continue to keep the multi family/high density (RH) use option
3. Add commercial and mixed use status.

A special thank you to Christina Scarzello, East District Liaison, Portland Bureau of Planning and Sustainability for her assistance.

Please email or call if you have any questions. Thank you very much for your consideration.

Thank you,

Michael and Ann Naughton owners

James and Paula Naughton owners

Arevalo, Nora

From: Nancy Seton <NancySeton@comcast.net>
Sent: Thursday, January 07, 2016 5:16 PM
To: BPS Comprehensive Plan Testimony
Cc: Gloria Reich; Kady Al-Saeed; Kara Stone; Karen Healey; Kelly Reece; Lee Doss; Margaret Gossage; Ryan Fedie; Sean Baioni
Subject: RESEND: Comprehensive Plan Testimony - SWHRL Neighborhood Assn.
Attachments: SWHRL Comprehensive Plan Testimony 7 Jan 2016.pdf

I inadvertently left off my mailing address earlier:

Nancy Seton
 2020 SW Edgewood Road
 Portland OR 97201

From: Nancy Seton [mailto:NancySeton@comcast.net]
Sent: Thursday, January 07, 2016 5:05 PM
To: 'cputestimony@portlandoregon.gov' <cputestimony@portlandoregon.gov>
Subject: Comprehensive Plan Testimony - SWHRL Neighborhood Assn.

Hello,

Attached are comments on the Comp Plan Land Use Map from the Southwest Hills Residential League (SWHRL) Neighborhood Association.

Thank you for your consideration,

Best regards,
 Nancy Seton, President & Land Use Chair,
 Southwest Hills Residential League (SWHRL) Neighborhood Association

January 7, 2016

**From: Nancy Seton, President, Land Use Chair
SWHRL (Southwest Hills Residential League) Neighborhood Association**

**To: Portland Planning and Sustainability Commission
psc@portlandoregon.gov**

**Comprehensive Plan Testimony from Southwest Hills Residential League (SWHRL)
Neighborhood Association on Proposed Zoning Changes in 2035 Comprehensive Plan**

**Re. Proposed Change #1128 – From existing Neighborhood Commercial (CN2)
To New proposed: Commercial Mixed-Use Dispersed (CM1) (Strohecker's Property)**
This property is located at 2855 SW Patton Road, Portland 97201, historically referred to as Strohecker's Market.

Our SWHRL Board and the neighborhood as a whole were not unanimous in our thinking on the Stroheckers property, except for agreeing that we don't want to lose a commercial component of the site – currently the only grocery on the hill (and soon to close!) We would oppose development that would raze the grocery store to install multi-dwelling only. That would be allowed under the Mixed-Use CM1 if the current restrictive land use conditions of approval (per Ordinance No. 155609 adopted 1984) didn't override the new zoning. The Board also sees the need for improved infrastructure for all modes of transport to alleviate congestion and encourage use of transit, walking and biking.

The SWHRL neighborhood has very few commercial amenities within its boundaries – this one multi-service grocery on the hill (now to close 1/31/16), one restaurant, a gas station and a few other small shops. Since our transit service is limited to weekday commuter hours, it is especially important to preserve the few commercial areas we have. For many of those without a car, it is not feasible to shop in Hillsdale, Raleigh Hills or Zupans at the bottom of the hill and then to lug the groceries 1-2 miles back up very steep hills. This is especially problematic when our streets and sidewalks are covered with snow or ice, and many can't even drive down or up the hill. Perhaps what we need is a "Food Security Overlay"!

There should be an addition to the proposed CM1 zoning that would protect existing commercial establishments from being demolished in favor of multi-dwelling only in amenity-poor neighborhoods such as ours. The definition of CM1 would seem to confirm this: "This designation allows mixed use, multi-dwelling, or commercial development that is small in scale, has little impact, and provides services for the nearby residential areas." Condos only would not provide services for the nearby residential areas. True Mixed-Use development with small scale residential over ground-floor commercial would at least still provide the services intended for the zone.

On the one hand, a substantial group of neighbors near the Strohecker's property at 2855 SW Patton Rd. feel strongly that the existing Ordinance allowing only a grocery store with the existing size should continue in effect. They have sent in their testimony separately. Others in the neighborhood would favor a little flexibility if it were essential to the viability of a market, thereby avoiding an empty building. In any case, the substantial commuter traffic on SW Patton is a serious issue affecting the livability of this area, so it would not be good to add development which would exacerbate that congestion.

Nearby residents to the grocery are also justified in their concern that additional stories of multi-dwelling units added over a store would overwhelm the neighboring homes in scale, since the wall of the store is very close to the sidewalk and street already. It would not fit in with the surrounding low density properties. These neighbors strongly feel additional development here would detract from the livability of their neighborhood.

For our few commercial zones in general, some Board members and residents would welcome the addition of a few more amenities - well-designed commercial or mixed-use development for the neighborhood in general, where the site could accommodate it, but only as long as some commercial use is preserved.

Change nos. 467, 490 (still valid numbers?) – Change from Residential to Open Space on several properties

The SWHRL Board supports the changes from Residential R10 zoning to Open Space for all properties for which this is proposed in the SWHRL neighborhood. These steep wooded slopes are perfect for preservation as open space, and should not be developed. There are several such properties with the same change no. 490 – below SW Edgewood, SW Fairmount, and then no. 467 at the intersection of SW Talbot and SW Fairmount. I also wish some of the steep ravines / wetlands below Fairmount on the south and west sides could also be rezoned to Open Space or purchased by the city to be preserved from development. There are two currently for sale there that I'm thinking of - 3216 and 3258 SW Fairmount Blvd.

Respectfully,

Nancy Seton

President, Land Use Chair, SWHRL Neighborhood Assn.

Arevalo, Nora

From: Blythe Olson <blytheolson@gmail.com>
Sent: Thursday, January 07, 2016 5:10 PM
To: BPS Comprehensive Plan Testimony
Subject: Additional names for Comprehensive Plan testimony

Please add these additional 9 names to our comments submitted earlier for City Council consideration regarding the property at 2855 SW Patton Rd .

Thank you. Blythe Olson 2719 SW Old Orchard Rd

Derek Sandoz 2014 SW 17th Ave

Candy Yiu 1750 SW Broadway Dr

Ed Ulman 1553 SW Elizabeth St

Wendy Ulman 1553 SW Elizabeth St

Eileen Galen 1802 SW Elm St

Peter Galen 1802 Sw Elm St

Betty Norrie, 3429 SW Gale Ave

Jay Lee 2788 SW Old Orchard Rd

Helen Lee 2788 SW Old Orchard Rd



PORTLAND
BUSINESS ALLIANCE
Commerce • Community • Prosperity

January 7, 2016

The Honorable Mayor Charlie Hales
 1221 SW Fourth Avenue, Suite 340
 Portland, Oregon 97201

Dear Mayor Hales:

The Portland Business Alliance (Alliance) appreciates the opportunity to comment on the Recommended Draft 2035 Comprehensive Plan. We understand the significance of this plan in accommodating future growth; it sets the framework for both infrastructure investment and physical development of the city over the next 20 years. We commend city staff for their hard work over the last two years conducting extensive research and technical analysis to inform the proposed goals and policies to guide the future growth of our city.

The Alliance has participated in the planning process for over two years now and appreciates the attempt to emphasize the importance of economic development. However, there are still opportunities to strengthen the goal of creating a prosperous economy and promoting middle-income jobs. We have commented on a number of ways to better achieve a "prosperous, healthy, equitable and resilient city" over the last two years including the assumption of a mid-cargo marine forecast, the need for market ready industrial lands and investments in transportation infrastructure including improved access to middle-income jobs on industrial lands. The comments that we have submitted over the last two years remain a high priority, however the intent of this letter is to focus on the transportation elements of the Recommended Draft 2035 Comprehensive Plan.

First, we commend planning staff for inclusion of several significant transportation policies that, if fully implemented, would go a long way towards ensuring Portland's economic prosperity over the next 20 years. These policies include 9.29 – 9.35 and are critical to maintaining an efficient and complete freight system including air, marine, rail and truck capacity and promoting our traded-sector economy and quality middle-income jobs.

We understand that as our population grows that there are capacity concerns about our city's transportation system and that there will be more people and increased demand on all modes. We also understand that our existing system will fail if current mode ratio levels remain the same in the face of anticipated population growth. That said, it is *the degree* to which those mode ratio levels need to change that we seek to better understand and review as part of the upcoming transportation demand management program and transportation system plan to be developed later this year.

Meantime, there is a pervasive bias for active transportation in the Recommended Draft 2035 Comprehensive Plan and while we understand there will be increased demand for these travel options there will also be increased demand for vehicular movement. We need to be strategic when crafting policies to ensure a balance of modal options. While there are many transportation policies

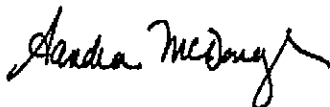
Greater Portland's Chamber of Commerce

200 SW Market Street, Ste. 150 | Portland, OR 97201 | 503-224-8684 | FAX 503-323-9186 | www.portlandalliance.com

that promote economic prosperity and that we support, we have focused our attached comments on specific areas where we do have concerns.

Thank you for considering these proposed changes to create a prosperous, healthy, equitable and resilient city. Please let us know should you wish to discuss these comments.

Sincerely,



Sandra McDonough
President & CEO

cc: Susan Anderson
Bureau of Planning and Sustainability
Portland City Council

APPENDIX OF COMMENTS

Transportation

Design and Planning

Policy 9.6 Transportation strategy for people movement. Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

1. Walking
2. Bicycling
3. Transit
4. Taxi / commercial transit / shared vehicles
5. Zero emission vehicles
6. Other private vehicles

We appreciate that city staff have adopted the Vancouver, British Columbia model of differentiating between the movement of people and the movement of goods. While this "green hierarchy" of modes applies only to the movement of people, it should be made clear that it does not apply to freight corridors and the movement of goods. This hierarchy should not be applied to freight districts, regional truck ways, priority truck streets, and major truck streets as designated in the city's Transportation System Plan (TSP).

For facilities not identified as freight facilities in the TSP, we suggest that, in cases where there is overlap between the "movement of people" and the "movement of goods and services," that freight be prioritized and the green and active transportation hierarchy not applied.

Streets as Public Spaces

Policy 9.13 Streets for transportation and public spaces. Integrate both parking, place-making and transportation functions when designing and managing streets. ~~by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.~~

Policy 9.14 Repurposing street space. Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

Commercial arterials and freight corridors should not be considered for other community uses and on-street parking should not be compromised under this policy.

Modal Policies

Policy 9.34 Sustainable freight system. Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on - and off -street

loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses.

To further ensure a sustainable freight system, in addition to current policy, consider including policies such as:

- Limit the number of housing units on freight routes.
- Maintain capacity for vehicular movement (auto and freight) on arterials and place bike lanes on parallel low traffic streets to avoid modal conflicts and traffic diversion into neighborhoods while ensuring that "vision zero" safety goals are met.
- Freight has few alternative routes and should be prioritized on arterials as a result.

Policy 9.37 Automobile transportation. Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health.

The need to ensure portal capacity for vehicular movement (auto and freight) at freeway on-ramps and off-ramps and at bridgeheads should be called out in policy currently absent from this section. It is essential that we maintain existing portal capacity on central city freeway interchanges and bridgeheads to ensure the efficient movement of people and goods and to help mitigate congestion at these regionally-significant areas.

Parking Management

Policy 9.56 On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

Our economic vitality is dependent on existing on-street parking and loading and unloading zones. Public right of way must be reserved for these uses that support adjacent businesses. Strongly encourage rapid turnover of on-street parking and discourage the long-term storage of cars in on-street parking spaces and minimize street swale systems that displace on-street parking.

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.

Parking promotes the economic vitality of businesses located in centers and corridors. On-street and in some cases off-street parking (i.e. Smart Park Garages) is also a critical revenue source for the city of Portland's own Bureau of Transportation. Reducing the number of parking spots would further decrease the city's revenue at a time when it seeks more funding from taxpayers. Policies that limit new parking opportunities or regulate parking for the purpose of encouraging lower rates of car ownership should not be included.

Arevalo, Nora

From: Alice Blatt <aliceb@pacifier.com>
Sent: Thursday, January 07, 2016 5:01 PM
To: BPS Comprehensive Plan Testimony
Subject: Comp Plan Update testimony

I am in total agreement with Linda Robinsons testimony – she has granted my request to sign on to her submission.

Alice Blatt
15231 NE Holladay
Portland, OR 97230
503-253-6247

Arevalo, Nora

From: Blythe Olson <blytheolson@gmail.com>
Sent: Thursday, January 07, 2016 5:00 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony - addendum to testimony submitted earlier today
Attachments: Comments - January final.docx

To: Portland City Council
From: Blythe Olson 2719 SW Old Orchard Rd Portland 97201 503-294-7141

I submitted testimony by email earlier today regarding the proposed zoning name changes and the existing 1984 Ordinance for the property at 2855 SW Patton Rd ("Strohecker's") that included a total of 213 endorsers for these comments from the neighborhood.

Subsequently, more neighbors have expressed the desire to be included with our comments.

Thus I am re-submitting our comments by attachment to this email with 9 additional endorsers, bringing the total of concerned Portland neighbors to 222.

Please consider this updated number of signatories in your review of our concerns.

Thank you.

Comments for the City of Portland 2035 Comprehensive Plan

Hearing scheduled for January 7, 2016

Supplement to comments submitted Nov. 19, 2015 with additional signers

For Portland City Council consideration

These comments address Proposed Change #1128 (formerly #644) regarding the property located at 2855 SW Patton Road, Portland 97201, historically referred to as Strohecker's Market.

We are all neighborhood residents/owners with homes in the area near this property, many of us in close proximity.

We value having a neighborhood grocery store near us with its ancillary services (pharmacy, liquor store, postal service), but are strongly opposed to additional commercial development or high density housing that would add more traffic and parking stress to our residential neighborhood. Southwest Patton Road, the only street bordering this property, is routinely gridlocked by commuter traffic that has increased in recent years and safety for drivers and pedestrians is compromised daily.

We ask that the 1984 Ordinance No. 155609 that allowed Strohecker's to expand at that time and restricted use of the property to a grocery store remain intact with the new zoning name changes (relative to any future use of this property) so that we can maintain the livability and safety of our residential neighborhood.

Now that the store has announced its imminent closure and the intentions of the out-of-state developer who recently purchased the property are unknown, these Comments to the Portland City Council endorsed by over 200 near neighbors are particularly timely.

Thank you. The following neighbors endorse these comments:

Blythe Olson

2719 SW Old Orchard Rd

J. Mary Taylor

2718 SW Old Orchard Rd

Faith Emerson	2730 SW Old Orchard Rd
Dan Rogers	2730 SW Old Orchard Rd
Sarah Anderson	2770 SW Old Orchard Rd
Steve Anderson	2770 SW Old Orchard Rd
Joanne Klebba	2766 SW Old Orchard Rd
Betsy Rickles	2754 SW Old Orchard Rd
Norm Rickles	2754 SW Old Orchard Rd
Christine Colasurdo	2776 SW Old Orchard Rd
Thomas Scanlan	2776 SW Old Orchard Rd
Maryann Mackinnon	2792 SW Old Orchard Rd
Frances Barnes	2731 SW Old Orchard Rd
Susan Corso	2721 SW Old Orchard Rd
Brian McDonagh	2710 SW Old Orchard Rd
Megan McDonagh	2710 SW Old Orchard Rd
Kent Weaver	2736 SW Montgomery Dr
Peter Miller	2775 SW Montgomery Dr
Sally Miller	2775 SW Montgomery Dr
Anthony Mantione	2842 SW Patton Rd
Kelly Mantione	2842 SW Patton Rd
Elisa deCastro Hornecker	2959 SW Montgomery Dr
Jeanne Windham	2753 SW Roswell Ave
Wilmer Windham	2753 SW Roswell Ave
Janet Conklin	2635 SW Montgomery Dr
Bob Conklin	2635 SW Montgomery Dr

Kathryn Scribner	2707 SW Homar Ave
Dan Scribner	2707 SW Homar Ave
Doug Coates	3040 SW Periander St
Marcia Hille	3040 SW Periander St
Jordan Lubahn	2907 SW Periander St
Jessica Lubahn	2907 SW Periander St
Barbara Wagner	2720 SW Montgomery Dr
Susan Dierauf	2783 SW Roswell Ave
Tim Dierauf	2783 SW Roswell Ave
Luis (Ed) Valencia	2738 SW Old Orchard Rd
John McPhee	2930 SW Periander St
Cindy McPhee	2930 SW Periander St
Jerome Schiller	2742 SW Old Orchard Rd
Juliet Ching	2742 SW Old Orchard Rd
Eric Butler	2851 SW Montgomery Dr
Alice Rogan	2724 SW Old Orchard Rd
Lauren Jacobs	2933 SW Periander St
Zach Fruchtengarten	2933 SW Periander St
Joan L. Kirsch	4610 SW Greenhills Way
Jill Mitchell	4404 SW Warrens Way
Darren Mitchell	4404 SW Warrens Way
Michael Gann	2906 SW Periander St
Susan Gann	2906 SW Periander St
Christopher Gann	2906 SW Periander St
Louise Brix	2741 SW Old Orchard Rd

Joe Laqueur	2741 SW Old Orchard Rd
Elaine Tanzer	4405 SW Warrens Way
Jake Tanzer	4405 SW Warrens Way
Nancy Lee	2833 SW Periander St
Steve Ascher	2833 SW Periander St
Susan Kirschner	2444 SW Broadway Drive
Aubrey Russell	4921 SW Hewett Blvd
Molly Spencer	4232 SW Greenhills Way
George Spencer	4232 SW Greenhills Way
Mark von Bergen	4200 SW Greenhills Way
Marilyn von Bergen	4200 SW Greenhills Way
Jim Ruyle	2714 SW Sherwood Dr
Joanne Ruyle	2714 SW Sherwood Dr
Angela Clark	2793 SW Old Orchard Rd
Khashayar Farsad	4622 SW Greenhills Way
Denielle Edlund	4622 SW Greenhills Way
Kathleen Brookfield	2738 SW Old Orchard Rd
Jason Gifford	2738 SW Old Orchard Rd
Robeson Kitchin	2799 SW Montgomery Dr
Leigh Kitchin	2799 SW Montgomery Dr
Bennett Goldstein	2925 SW Montgomery Dr
Patricia Clark	2925 SW Montgomery Dr
Terry Wirkkala	2798 SW Old Orchard Rd
Kester Wise	2751 SW Old Orchard Rd
Cat Wise	2751 SW Old Orchard Rd

Stuart Hogue	2844 SW Periander St
Gina Hogue	2844 SW Periander St
John Spano	2398 SW Montgomery Dr
Elisa Spano	2398 SW Montgomery Dr
Joseph Trump	2398 SW Montgomery Dr
Deborah Melian	2398 SW Montgomery Dr
Jennifer Wilson	2650 SW Montgomery Dr
Jon Wilson	2650 SW Montgomery Dr
Smita Tomkoria	2435 SW Broadway Dr
Candace Hiller	2790 SW Montgomery Dr
Phillip Hiller	2790 SW Montgomery Dr
Claudia Brown	2926 SW Periander St
Nicole Flinterman	2585 SW 16 th Ave
Justin Kentor	4109 SW Council Crest Dr
Brigit Kentor	4109 SW Council Crest Dr
Kathy Robertson	2969 SW Upper Dr
John Convery	2768 SW Fern St
Amy Convery	2768 SW Fern St
Tom Tuchmann	2922 SW Periander St
Margaret Tuchmann	2922 SW Periander St
Deborah Mandell	3250 SW Donner Way Ct
Roy Pulvers	3250 SW Donner Way Ct
Shawn Mammen	3737 SW Sweetbriar Dr
Shannon Marcum	3737 SW Sweetbriar Dr
William Failing	2649 SW Georgian Place

Michele Bowler	2649 SW Georgian Place
Erez Russo	2662 SW Grenwolde Pl
Claudia Brown	2926 SW Periander St
Camille Hunt	2656 SW Upper Dr Pl
Harry Groth	1010 SW Myrtle St
Bryan Thurston	1525 SW Myrtle St
Diane Thurston	1525 SW Myrtle St
Cindy Easton	4344 SW Hewett Blvd
Michael Easton	4344 SW Hewett Blvd
Alan Jewett	2681 SW Montgomery Dr
Tami Jewett	2681 SW Montgomery Dr
Melinda O'Scannlain	4530 SW Humphrey Ct
Brendan O'Scannlain	4530 SW Humphrey Ct
Leanne Marinace	2818 SW Patton Rd
Anne-Marie Lamb	2865 SW Upper Dr
Robert Linifield	2865 SW Upper Dr
Greg Epkes	4560 SW Hillside Dr
Attilia Sawyer	4560 SW Hillside Dr
Marlene Braun	4211 SW Patrick Pl
James Braun	4211 SW Patrick Pl
Trish Greene	3640 SW Dosch Rd
Rich Greene	3640 SW Dosch Rd
Mary Welle	3836 SW Hewett Blvd
Beth Healde	4015 SW Council Crest Dr
Demian Healde	4015 SW Council Crest Dr

Gretchen Richter	2529 SW Vista Ave
Will Richter	2529 SW Vista Ave
Steve Kaplan	1312 SW Myrtle Dr
Kathryn Scribner	2707 SW Homar Ave
Dan Scribner	2707 SW Homar Ave
Diane Thurston	1525 SW Myrtle Dr
Brian Thurston	1525 SW Myrtle Dr
Michael Morich	4136 SW Nehalem Ct
Lindsay Morich	4136 SW Nehalem Ct
Christie Moore	3022 SW Periander St
Stacy Lewis	3022 SW Periander St
Elena Moore	3022 SW Periander St
Thomas Moore	3022 SW Periander St
Beau Blixseth	2468 SW Arden Rd
Tracy Blixseth	2468 SW Arden Rd
Maureen O'Scannlain	3919 SW Mt Adams
Karen Ritter	3226 SW Fairmount Blvd
Robert Ritter	3226 SW Fairmount Blvd
Lauren Danahy	5112 SW Hewett Blvd
Tom Danahy	5112 SW Hewett Blvd
Mary Lynne Chambers	2867 SW Montgomery Dr
Rhys Chambers	2867 SW Montgomery Dr
Erik Skarstad	2511 SW Arden Rd
Robin Skarstad	2511 SW Arden Rd
Howard Harris	5042 SW Hilltop Ln

Mabel Harris	5042 SW Hilltop Ln
Linda Blaskowsky	2815 SW Patton Ln
Daniel Herzig	2612 SW Talbot Rd
Sallie Herzig	2612 SW Talbot Rd
Bill Headley	2669 SW Montgomery Dr
Julie Headley	2669 SW Montgomery Dr
Lynn Pratt	2501 SW Ravensview Dr
Steve Pratt	2501 SW Ravensview Dr
Betsy McCormick	1535 SW Elizabeth St
Charles McCormick	1535 SW Elizabeth St
Michael Fennerty	3902 SW Hewett Blvd
Maureen Fennerty	3902 SW Hewett Blvd
Chris Dolle	2791 SW Montgomery Dr
Anne Dolle	2791 SW Montgomery Dr
Mary Reed	3431 SW Brentwood Dr
Casey Carl	2804 SW Montgomery Dr
Everett Carl-Schooler	2804 SW Montgomery Dr
Adam LaMotte	4068 SW Hewett Blvd
Janet Coleman	4068 SW Hewett Blvd
Stacy Parker	4558 SW Ormandy Way
Jeff Parker	4558 SW Ormandy Way
Deb White	2464 SW Sherwood Dr
Kristin Morgan	1640 SW Davenport St
Rhys Morgan	1640 SW Davenport St
Lisa Smith	3941 SW Mt Adams Dr

Elizabeth B. Brown	5031 SW Humphrey Park Rd
William Lee	2411 SW Arden Rd
Allison Lee	2411 SW Arden Rd
Sean Donnelly	1611 SW Broadway Dr
Jeannie Prindle	4969 SW Humphrey Park Crest
Teri Simpson	2684 SW Talbot Rd
Thomas A. Wiley	2678 SW Talbot Rd
Laura Wiley	2678 SW Talbot Rd
Hunter Brown	5031 SW Humphrey Park Rd
Elizabeth Brown	5031 SW Humphrey Park Rd
Leslie Costandi	3640 SW Mt Adams Dr
Millard McClung	3640 SW Mt Adams Dr
Mary Lou McClung	3640 SW Mt Adams Dr
Richard Senders	2682 SW Talbot Rd
Lisa Senders	2682 SW Talbot Rd
Erik Skarstad	2511 SW Arden Rd
Robin Skarstad	2511 SW Arden Rd
John Moody	2769 SW Buena Vista Dr
Maggie Conrad	1750 SW Terrace Dr
Blaine Conrad	1750 SW Terrace Dr
Mia Miller	3716 SW Mt Adams Dr
Matt Miller	3716 SW Mt Adams Dr
Collette Gray	1012 SW Tangent St
Ed Wagner	2728 SW Montgomery Dr
Steve Pearson	2740 SW Talbot Rd

Anne Rogness	2740 SW Talbot Rd
Jeannie Santos	2681 SW Vista Ave
Leonard Santos	2681 SW Vista Ave
Sandra Joos	4259 SW Patrick Place
Valerie Hill	2624 SW Talbot Rd
Warren Hill	2624 SW Talbot Rd
Brook Howard	4243 SW McDonnell Terrace
Ann Howard	4243 SW McDonnell Terrace
Rachel Young	2493 SW Arden Rd
Chapin Titcomb	2846 SW Labbe Ave
Minah Titcomb	2846 SW Labbe Ave
Alison Friday	1703 SW Myrtle St
Sara Matarazzo	1909 SW Laurel Place

January 7, 2016

Marianne Fitzgerald
10537 SW 64th Drive
Portland, OR 97219-6625

Mayor Charlie Hales and members of the Portland City Council
City of Portland
1221 SW 4th Avenue
Portland, OR 97204

Re: City Council January 7, 2016 meeting
Agenda Items 27 and 28
Testimony on Comprehensive Plan and Transportation Systems Plan

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

Thank you for the opportunity to provide final comments on the Draft Comprehensive Plan dated August 2015 and Transportation Systems Plan (TSP) Project List dated 071422015.

I agree with the Plan's overall approach of focusing growth in Centers and Corridors, but continue to have concerns that the language does not adequately address some of the issues surrounding growth in our communities.

The Transportation Systems Plan needs to be revised much more frequently than it has in the past in order to adapt to changing conditions and completed studies that identify new needs, and evaluate whether the process for prioritizing projects is achieving stated objectives in a transparent manner. In particular, the Bureaus of Transportation and Environmental Services need to analyze the infrastructure within the adopted Centers and Corridors and identify priority projects needed to accommodate growth where the infrastructure is deficient in these Centers and Corridors. The Comprehensive Plan language addresses future growth and does not consider infrastructure deficiencies that need to be remedied in order to fully achieve the Plan's goals.

A related concern is a comment on **Policy 9.62, New Development Impacts**. The language doesn't actually require new development to build infrastructure. I recommend adding a sentence to the end of this policy that says **all new development and redevelopment shall include transportation and stormwater infrastructure (pedestrian, bicycle, access to transit) consistent with its street classification.**

Citizens need to track the success of the Comprehensive Plan in achieving goals, and whether funding decisions are making progress toward achieving goals. The portion of the Comp Plan that I am most familiar with, **Transportation Chapter 9, Policy 9.48, Performance Measures**, is aspirational, but there are inconsistencies within the Comp Plan and difficulty accessing data to evaluate progress. The PSC transmittal letter (Sept. 10, 2015) references the 12 Portland Plan Measures of Success, including "80% of households live in complete neighborhoods (as measured by the Complete Neighborhoods Index)—but the public cannot easily access the data that is used to calculate the Complete Neighborhoods Index nor analyze that data for specific neighborhoods and evaluate progress over time. PBOT's Major Project Evaluation Criteria was based on seven outcomes and used 11 scoring methodologies but the public cannot easily access the data used in developing these scores. The City Council TSP Work Session presentation last fall described how transportation projects were prioritized, but one cannot easily find these maps and tables on the TSP

Comprehensive Plan Testimony of Marianne Fitzgerald
January 7, 2016
Page 2

website. It is my understanding that PBOT is upgrading its website to include the ability to track projects and programs, and this is a step in the right direction. **Interested citizens need to be able to drill down to understand the underlying data in order to discuss how projects are evaluated and prioritized citywide and evaluate whether these investments are achieving goals.**

The Bureau of Transportation should be commended for its efforts to prioritize projects based on criteria. It is clear that there is not enough funding in the TSP finance chapter to fund just the projects on the "constrained" list. **PBOT needs to report back to the community (i.e. every 3 years) with a report on how the funds were spent and how the funds have (or have not) helped achieve outcomes.** For example, the Major Projects and Citywide Programs list includes ten new programs without specific criteria for ranking needs within these programs. The funds set aside for these 10 programs need transparent evaluation on how projects funded from these funds meet TSP outcomes, and not just meet the needs of strong constituencies. The projects within Southwest Portland include big projects of regional significance on the constrained list (Sellwood Bridge, Ross Island Bridge) and not as many sidewalk and bike projects to meet the goals of complete neighborhoods. Other large projects (90026, SW Capitol Highway, 90064, Outer Taylors Ferry, and 90068-9, West Portland, are expensive but imperative to help citizens access Centers and Corridors and frequent transit service.

The current Transportation Systems Plan is written in a one-size-fits-all manner. While the draft plan aspires to honor different pattern areas in Portland, there are very few policies that reflect unique characteristics of SW Portland. In particular, **any consideration of costs and benefits in the transportation chapter of the Comprehensive Plan must account for issues such as lengthy gaps and deficient conditions in the existing bicycle and pedestrian network, topography, lack of connectivity and lack of stormwater management system in areas with impervious soils that will add to costs of transportation projects but also provide benefits outside of the transportation realm (environment, public health, protection of property and resources, etc.).** Without a grid system or alternative routes, the greatest benefits for the most people in SW Portland are on the major roadways. The primary pedestrian network needs to be accessible to people of all ages, needs, and abilities, citywide.

Finally, on another topic, **I support the Comprehensive Plan approach to industrial lands which focuses on cleaning up more than 900 acres of contaminated sites, intensifying use of the existing industrial land base, and limiting conversions of industrial land to other uses, rather than converting irreplaceable natural areas to industrial use.** We need to preserve the tree canopy as much as possible in order to achieve other goals including natural resources and wildlife.

Sincerely,

/s/ 1/7/2016

Marianne Fitzgerald
10537 SW 64th Drive
Portland, OR 97219
(503) 246-1847, Fitzgerald.marianne@gmail.com

Cc: Eric Engstrom, BPS
Joan Frederickson, BPS
Art Pearce, PBOT

Arevalo, Nora

From: Ann Naughton <thenaughtons1@comcast.net>
Sent: Thursday, January 07, 2016 4:53 PM
To: Scarzello, Christina; BPS Comprehensive Plan Testimony
Cc: 'Michael Naughton'; jnaughton61@gmail.com; thenaughtons1@comcast.net
Subject: Comprehensive Plan Testimony, James and Michael Naughton, 9 NE 120th Ave. and 9 NE 120th Ave #WI, Portland, OR 97220
Attachments: Tax ids.pdf

To the Comprehensive Plan Council and City of Portland,

We are writing to request a Comprehensive Plan designation and zone change on our properties located at Burnside and NE 120th Ave. from RH to the new proposed CM3/Mixed Use-Civic Corridor. Jim Naughton and Mike Naughton currently own both properties at 9 NE 120th Ave. (R175182) and the lot next to it 9 NE 120th Ave #WI, Portland, OR 97220 (R175181). See attached. Both properties are currently zoned RH. The dental office currently has nonconforming use for that zone. The building sits on Burnside. MAX runs in front with the 122nd MAX stop two lots away (there is no NE 121st Ave at that point). A low income multi family high rise has been erected next door. A mini mart is across Burnside, as well as additional multi family apartments.

Jim and his brother, Dick (deceased) are two dentists who built the office in 1972. It has continued as a large, successful dental office now occupied by Richard's son Michael Naughton and two other dentists. They have seen change throughout the years and want to keep current with zoning, codes and the City's view of the future. Because of the proximity to the commercial businesses of 122nd, the development of multi family high rises, and the variety of use in that area, we think now would be the time to request the zoning change from RH to the proposed CM3.

It is our understanding that by changing to CM3 both properties will:

1. Continue to keep their medical/dental use and become conforming
2. Continue to keep the multi family/high density (RH) use option
3. Add commercial and mixed use status.

A special thank you to Christina Scarzello, East District Liaison, Portland Bureau of Planning and Sustainability for her assistance.

Please email or call if you have any questions. Thank you very much for your consideration.

Thank you,

Michael and Ann Naughton owners
 James and Paula Naughton owners

1/7/2016

RMLWeb - Tax Full

Presented by: Ann Naughton
Keller Williams Realty Profes.

1/7/2016 1:14:29 PM

MULTNOMAH COUNTY, OR

Tax ID: R175182
Prop Addr: 9 NE 120TH AVE
City/State/Zip: PORTLAND OR 97220-2348

Latest Listing ID:
County: Multnomah
Carrier Rt: C014

OWNER INFORMATION

Owner Name: NAUGHTON MICHAEL P
Owner Addr: 12803 NW LILYWOOD DR
City/State/Zip: PORTLAND OR 97229-8545

Phone:
Carrier Rt: C053

LAND INFORMATION

Lot SqFt: 10255 Lot Dim: 0x0 Acreage: 0.24

BUILDING INFORMATION

Year Built: 1972	Bedrooms:	Parking SF:
Eff Yr Built:	Bathrooms: 0	Garage:
Style: COLONIAL	Living SF: 4234	Fuel:
Stories: 1	Bldg SF: 4234	Heat Method:
# of Bldgs: 1	Bldg SF Ind: BUILDING	Sewer:
Bldg Code: MEDICAL OFFICE	Bsmnt SF: 1800	Roof Cover:
Fireplace:		Roof Type:
Fireplace Type:		Air Cond:
Foundation:		
Exterior Finish:		

SALES INFORMATION

	Deed Type	Sale Date	Sale Price	Document No
Current:	DEED OF TRUST	11/14/2014	\$279,600	000000117836
Prior:				

Title Co: LAWYERS TITLE Vest Type: HUSBAND/WIFE
Lender: *OTHER INSTITUTIONAL LENDERS NAUGHTON Loan Amt: \$279,600
FAMILY TRUST (PT)
Loan Type: PRIVATE PARTY LENDER

TAX INFORMATION

Tax Period: 15-16	Market Land: \$120,120	
Tax Year: 2015	Market Impv: \$584,320	
Tax Amt: \$8,956.07	Market Total: \$704,440	Assessed Total: \$414,710

LEGAL INFORMATION

Map Page: 598	Map Code: 1N-2E-34-SE-NE	Census Tract: 81001019
Map Column: A	Township: 01N	Census Block: 2
Map Row: 6	Range: 02E	Lot: 7
	Section: 34	Zoning: RH
Nbrhd Code: C680	Qtr Section: SE	Tax Area Code: 113
School Dist:	16th Section: NE	Tax Rate: 0.000

Prop Class: COMMERCIAL
Land Use: MEDICAL BUILDING
Subdivision: HAMLER ADD
Legal Desc: HAMLER ADD, BLOCK 2, LOT 7 EXC PT IN ST

1/7/2016

RMLSweb - Tax Full

Presented by: Ann Naughton
Keller Williams Realty Profes.

1/7/2016 1:14:29 PM

MULTNOMAH COUNTY, OR

Tax ID: R175181
Prop Addr: 9 NE 120TH AVE #WI
City/State/Zip: PORTLAND OR 97220-2348

Latest Listing ID:
County: Multnomah
Carrier Rt: C014

OWNER INFORMATION

Owner Name: NAUGHTON MICHAEL P
Owner Addr: 12803 NW LILYWOOD DR
City/State/Zip: PORTLAND OR 97229-8545

Phone:
Carrier Rt: C053

LAND INFORMATION

Lot SqFt: 11039 Lot Dim: 0x0 Acreage: 0.25

BUILDING INFORMATION

Year Built: 0	Bedrooms:	Parking SF:
Eff Yr Built:	Bathrooms: 0	Garage:
Style:	Living SF:	Fuel:
Stories:	Bldg SF: 0	Heat Method:
# of Bldgs: 1	Bldg SF Ind:	Sewer: PUBLIC
Bldg Code:	Bsmnt SF:	Roof Cover:
Fireplace:		Roof Type:
Fireplace Type:		Air Cond:
Foundation:		
Exterior Finish:		

SALES INFORMATION

	Deed Type	Sale Date	Sale Price	Document No
Current:	DEED OF TRUST	11/14/2014	\$40,000	000000117829
Prior:				

Title Co: LAWYERS TITLE
Lender: *OTHER INSTITUTIONAL LENDERS NAUGHTON
 JOANNE M TRUST (PT)
Loan Type: PRIVATE PARTY LENDER

Vest Type: HUSBAND/WIFE
Loan Amt: \$40,000

TAX INFORMATION

Tax Period: 15-16	Market Land: \$121,730	
Tax Year: 2015	Market Impv: \$3,550	
Tax Amt: \$967.27	Market Total: \$125,280	Assessed Total: \$44,790

LEGAL INFORMATION

Map Page: 0	Map Code: 1N-2E-34-SE-NE	Census Tract: 81001019
Map Column:	Township: 01N	Census Block: 2
Map Row: 0	Range: 02E	Lot: 6
	Section: 34	Zoning: RH
Nbrhd Code: C680	Qtr Section: SE	Tax Area Code: 113
School Dist:	16th Section: NE	Tax Rate: 0.000

Prop Class: COMMERCIAL
Land Use: COMMERCIAL (NEC)
Subdivision: HAMLER ADD
Legal Desc: HAMLER ADD, BLOCK 2, LOT 6



PORTLAND FREIGHT COMMITTEE

January 7, 2016

Mayor Charlie Hales and Portland City Council
Portland City Hall
1221 SW Fourth Avenue
Portland, Oregon 97201

Dear Mayor Hales and Commissioners:

The Portland Freight Committee (PFC) appreciates the opportunity to provide our latest comments on the Planning and Sustainability Commission's (PSC) recommended draft of the Comprehensive Plan. We recognize the significance of this plan in providing direction for City decision-making on key land use and transportation issues and setting the framework for future infrastructure investments over the next 20 years. The PFC appreciates all the hard work on the part of Bureau of Planning and Sustainability and Portland Bureau of Transportation (PBOT) staff in their efforts to address many of the issues we originally raised in our comments submitted on April 30th 2013 and the improved recognition on freight transportation. We would, however, like to specifically highlight the following policy concerns - many of which were also raised in our March 9th 2015 letter to the PSC and which have not been addressed in the proposed draft Comprehensive Plan:

Family Wage Jobs and Equity

We believe it is critical for a successful city to maintain and encourage middle-income employment opportunities. We often stress the importance of industrial jobs because they pay higher wages and have lower barriers to entry and are accessible for people with less than a four-year college degree. Employers still need welders, machinists, barge builders, truck drivers and other skilled workers. The analysis prepared by the Bureau of Planning and Sustainability on Portland's changing income distribution (*Industrial Middle of Portland's Changing Income Distribution*) shows an increase in high and low wage jobs but a reduction in middle-wage jobs which are held at a higher rate by people of color. With the City's current emphasis on both equity and affordable housing, we would like to see stronger language that encourages and emphasizes these important sectors of our economy. It is also necessary to provide better transit service in our industrial employment areas to improve access and provide viable transportation options for workers. We understand that TriMet and PBOT have entered into a memorandum of understanding (MOU) and we would like to see that agreement memorialized in policy language in the transportation chapter of the comprehensive plan. Specifically, we would like reference to the MOU as it relates to improved transit access to industrial employment areas.

Working Waterfront

We understand the unique economic, environmental and cultural assets of the Portland harbor and the challenges associated with balancing these interests. Unfortunately, there appears to be conflicting policies within the environmental and watershed health and economic chapters of the Comprehensive Plan. We understand, for example, that strategies to update environmental zoning in the Columbia

Portland Freight Committee ■ 1120 SW Fifth Avenue, Room 800 ■ Portland OR
97204

Corridor and harbor industrial districts, are estimated to reduce industrial development capacity in these areas by 150 acres. As a result, we would like to see policy support both employment and business growth in this area. If a specific piece of Industrial land is not allowed to continue as Industrial land then an offset should be made to make up for the lost industrial land elsewhere so that we do not further exacerbate our industrial lands shortfall and compromise significant opportunities for economic growth. We should also implement the proposed employment zoning project for example, to help offset environmental policies that may further increase our industrial lands shortfall.

The Portland harbor is a vital employment area; home to thousands of valuable middle-income jobs. Many of the industrial businesses in the harbor are conscientious stewards of the environment and they make significant investments to help mitigate adverse environmental impacts while also providing critically needed middle-income jobs. The Bureau of Planning and Sustainability's own *Industrial Middle of Portland's Changing Income Distribution* report finds that communities of color and east Portlanders frequently rely on jobs on industrial lands. The middle-income jobs that industrial and mixed employment areas generate are significant for achieving an equitable city as previously outlined in the adopted Portland Plan. Portland's harbor and working waterfront are critical to the economic success of the city, especially as many Portlanders face growing housing affordability challenges.

Central City Portal Capacity

As the city grows in both population and employment there will be greater strain on our existing transportation system to accommodate increased travel demand for both people and goods movement, particularly in the central city area which is a major regional attractor for jobs and commerce. Since the cost of providing additional freeway capacity in the central city would be prohibitively expensive, it is essential that we maintain existing portal capacity on central city freeway interchanges and bridgeheads to ensure the efficient movement of people and goods and to help mitigate congestion at these regionally-significant areas.

Transportation Strategy

We appreciate that PBOT staff updated Transportation Hierarchy policy 9.6 language to include "Transportation strategies for people movement," and adopted the model that Vancouver, B.C. uses to differentiate between people movement and goods movement. However, it still remains unclear how the updated strategy will be applied at the project development and design levels and what will be prioritized in areas where there is overlap between the two types of movement. Since most Portland street corridors are multi-functional, street design is based on the context sensitivity of the surrounding land uses and connecting transportation network. Unless otherwise clarified, the PFC requests that the "Transportation strategies for people movement" be excluded from designated freight districts and along major commercial corridors. We look forward to continuing to work with BPS and PBOT staff to further clarify how the proposed hierarchy will be implemented beyond the policy-making phase.

The PFC also recognizes the need for providing bicycle and pedestrian access to industrial employment areas but encourages the use of safer alternative routes that do not conflict with heavy truck movements along major freight corridors. The PFC does not want to eliminate bike lanes or pedestrian paths but rather seeks ways in which they may be accommodated without compromising vision zero safety goals and the efficient freight movement of goods.

Freight and Civic Corridors

The PFC appreciates that Freight Corridors have been included into the policy language and map in the Urban Form and Design chapter. As stated in Chapter 3: "Freight Corridors are the primary routes into and through the city that supports Portland as an important West Coast hub and a gateway for international and domestic trade."

Many proposed Civic Corridors we previously identified as being in conflict with designated Priority and Major Trucks Streets are still included on the map on page 3-29 – i.e., St. Johns Bridge (US 30), MLK south of Lombard, NE Sandy Blvd, NE/SE 122nd Ave, SE Stark, 82nd Ave south of Sandy, Powell Blvd (US 26), SW Macadam Ave (Hwy 43), SW Barbur Blvd, and SW Bertha Blvd/Beaverton/Hillsdale Hwy. The PFC remains concerned that classifying these important freight streets as Civic Corridors will create potential policy conflicts and may compromise their intended function to provide truck mobility and access to surrounding commercial districts along these corridors. Much of the frontage along these truck streets has General Commercial zoning today that supports existing larger-format commercial businesses, truck circulation between urban centers, and alternative routes to freeways that accommodate high trip volumes, such as much of Barbur, Sandy, Powell, Foster, and 82nd. Street segments with predominant General Commercial zoning today should not be converted to civic corridors that are rezoned to promote mixed-use development and that do not consider freight mobility. Doing so would only result in incompatible uses and invite traffic safety concerns and noise complaints that are not in the community's best interest.

Emergency Vehicles and Over-Dimensional Truck Routes

The PFC believes it is essential for Portland's emergency preparedness strategies to be addressed in a specific section in the chapter on transportation. Over-dimensional truck routes are necessary for emergency response vehicles, police, fire, ambulance, tow trucks and other emergency providers to be able to reach their destinations in an efficient and timely manner. They also serve as the main recovery routes in the event of an earthquake or other natural disaster for providing essential supply lines to impacted citizens. It is, therefore, critical that policy language regarding the preservation and importance of over-dimensional truck routes be included in the transportation chapter.

Over dimensional routes are also necessary for transporting over-sized equipment (heavy construction equipment, culverts, transit supports, building materials, etc.) A Regional Over-Dimensional Truck Route Study is currently underway and is expected to be completed by the fall of 2016. We request that the results of the Study be reviewed and policies added or refined in Comprehensive Plan and Transportation System Plan (TSP) Updates.

Truck Parking and Loading Study

Truck loading zones are an important element in the movement and delivery of goods and services throughout the City. Policy language needs to be included to protect and provide safe loading zones for delivery personnel. We understand that a separate Central City Truck Parking and Loading Plan is currently underway that seeks to implement elements of the adopted Climate Action Plan. It is expected to be completed by late spring 2016 and the PFC requests that recommendations from this Study be included in Comprehensive Plan and TSP Updates.

Transportation System Plan Project List

The PFC is pleased to see that the following list of project priorities are included in the TSP Project List:

- **TSP 30084 (Columbia Blvd/Columbia Way Bridge Replacement):** Replace the existing structurally deficient Columbia Blvd bridge (#079) over Columbia Way.
- **TSP 30005 (Columbia Blvd/Railroad Bridge Replacement):** Replace the existing fracture critical Columbia Blvd bridge (#078) over railroad with a new structure, and perform seismic upgrades on parallel bridge (#078A).
- **TSP 10011 (Freight Priority Program):** Improve freight speed, reliability, safety, and access along major freight routes to include signal priority, freight-only lanes, queue jumps, loading zones, and turning radius improvements.
- **TSP 20050 (Southern Triangle Circulation Improvements):** Improve local street network and regional access routes in the area between Powell, 12th, Willamette River, railroad mainline, and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge.
- **TSP 50016 (Airport Way ITS):** Install needed ITS infrastructure to include communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors.
- **TSP 30038 (Marine Drive ITS):** Install CCTV at N Portland Rd and changeable message signs at Portland Rd, Vancouver and 185th.
- **TSP 20002 (I-405 Corridor ITS):** ITS improvements at six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.
- **TSP 116590 (Rivergate Blvd Overcrossing):** Build a grade-separated overcrossing of N Rivergate Blvd.
- **TSP 40009 (NE 47th Ave Corridor Improvements):** Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area.
- **TSP 40061 (Columbia/MLK Intersection Improvements):** Complete the unfunded project segment: northbound MLK to eastbound Columbia Blvd.

Other Agency Project Priorities

The PFC also supports the following projects from other agencies to form partnerships with other non-city freight infrastructure providers:

- **TSP 30039 (Marine Drive Rail Overcrossing):** Reroute rail tracks and construct an above-grade rail crossing at Rivergate West entrance to improve safety and reduce vehicle and rail traffic conflicts.
- **TSP 30069 (Columbia Slough Rail Bridge):** Construct a rail bridge across Columbia Slough to provide rail connection to South Rivergate from Terminal 6.
- **TSP 103780 (T6 Internal Overcrossing):** Construct an elevated roadway between Marine Drive and Terminal 6.
- **TSP 108840 (I-5/Broadway/Weidler Interchange, Phase 2):** Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.
- **TSP 116540 (Time Oil Road Reconstruction):** Reconstruct Time Oil Road to improve industrial land access in South Rivergate.

We urge that the TSP continue to reflect our city's 20-year multi-modal transportation needs by ensuring that the aforementioned projects remain on the TSP project list. Additionally, we urge that the following freight studies (currently absent) be included on the TSP project list:

- **Freight Master Plan Update:** Incorporate freight-related studies and other projects that were initiated after the FMP was adopted in 2006.
- **Transportation System Capacity Analysis:** Evaluate impacts from reduced freight route capacity from completed and planned projects impacting major freight routes and industrial districts, such as North Interstate Avenue, SE 17th Avenue and NE Sandy Boulevard.
- **Airport Industrial District Truck Assess and Circulation Study:** Evaluate freight system needs in the PDX area.
- **Columbia Corridor Truck/Rail Access and Circulation Study:** Evaluate the interaction between the UP Kenton line and truck access along NE Columbia Blvd and US 30 Bypass.

While these projects and studies alone will not address all of our transportation needs, they will help improve the function and resilience of our goods delivery system and traded-sector economy and provide insights to future system needs.

The Portland Freight Committee applauds the hard work of BPS and PBOT staff and looks forward to continuing our work together to help ensure a strong multi-modal transportation network that promotes a prosperous economy. Thank you for your consideration of these comments.

Sincerely,



Pia Welch
PFC Chair



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Mayor Hales and Council Members:

In addition to serving on the HAND Board I and others from our neighborhood association have also served on many other committees, your Climate Action Plan Update Committee, various Houselessness Working Groups, the Portland Historic Resources Coalition and the Division Design Initiative to mention a few. I mention this to demonstrate that our neighborhood association is very concerned about climate change and housing affordability. However, we have begun to fear that despite a set of excellent aspirations in the Comp Plan, good design and community livability are being lost in the shuffle. Our shorthand message is density without good design spells disaster.

The Comprehensive Plan goals and policies reflect outstanding work and thought on the part of many staff and community residents alike, but since there is also the potential for many of these policies to conflict, it is not clear how staff, the community or you as final arbiters will resolve those conflicts as we go forward. This is an issue of concern to many of us so we are calling attention to things that need to be addressed quickly:

HAND has been part of the Division Design Initiative and supports the group's efforts. We have included the Top 10 Policy recommendations for your consideration at the end of this letter. We would like to call out several related concerns.

Update City inventories of important visual, cultural, and historic resources & promote innovative incentives for preservation.

Both the Historic Resources Inventory and the Viewsheds Inventory have not been updated since the 1980's. With the HRI there is only one property identified east of 82nd Ave. In the case of Viewsheds only one item is listed east of SE 12th Ave. Besides undermining preservation efforts, it becomes an equity issue when large portions of the city have no claim to protection for their cultural, historic and visual resources.

Public Viewsheds or View Corridors

As we race to accommodate growth, there seems to be little thought given to public view sheds —views from our public right of way, parkland or other public spaces that help people to enjoy beauty or orient themselves to our city. Some important visual resources need enhanced protection. They provide a connection to sense of physical place and as well as to character defining community cultural and historic resources. When we block important monuments such as the Hollywood Theater with new development, we impact neighborhood visual and cultural treasures that contribute to neighborhood identity and community history. We understand that private views are not protected, however when we build so tall in SE that we block public views of the West



HOSFORD-ABERNETHY NEIGHBORHOOD DISTRICT ASSOCIATION

Hills, Mt. Tabor or Mt. Hood we lose our connection to sense of place. It is our setting, the physical realm as well as the built environment that gives Portland its character.

The Comp Plan already has 7 excellent policies that speak to this need, which I have listed below, but I'm calling them to your attention because I fear they will get left in the dust as we attend to other things. The list of public viewsheds or view corridors has not been updated since 1986 or 1989 and includes only one viewshed east of SE 12th Ave so unless these policies are implemented soon they will not be able to do their job.

Policy 4.29 Significant places. Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories and cultures and contribute to way finding throughout the city....

Policy 4.30 Scenic resource protection. Protect designated and significant scenic resources, including public views and scenic sites and corridors; and update or reconfirm the inventory of significant views, sites, and corridors in the future.

Policy 4.31 Vegetation Management. Provide allowances for the pruning and cutting of trees and shrubs to maintain or enhance designated public views

Policy 4.32 Utility lines. Maintain designated scenic views, sites and corridors by encouraging the placement of utility lines underground.

Policy 4.33 Regulatory guidance. Avoid adverse impacts to scenic resources as part of land use reviews, where practicable

Policy 4.34 New public views. Encourage new public and private development to contribute to creating new public views of Portland's rivers, bridges, the surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

Policy 4.35 and 9.17 Street Views. Maintain public views of prominent landmarks and buildings that serve as visual focal points within streets or that terminate views at the end of streets.

Historic and Cultural Resources

Speaking of inventories that need updating, our thirty-year-old Historic Resources Index still lists only one property east of SE 82nd Ave. Here again having excellent policies speaking in support of preservation will not do us any good if staff and the community have no foundation from which to work. Studies like Preservation Green Lab's recent report, "Older, Smaller, Better", reinforce the conclusion that mixed vintage neighborhoods have stronger economic vitality, more jobs, and provide more cultural and income diversity. These buildings also contribute to the unique identity that defines Portland's neighborhoods. A growth strategy should provide more incentives for preservation and adaptive reuse of Portland's older viable historic buildings. We also encourage support for the work of Michael Molinaro in creating a prototype for mapping Portland's neighborhoods, identifying structures with double lots or where upzoning might lead to demolition to see if there are other strategies for adaptive reuse and remodeling that can be applied instead to preserve still useful historic homes and buildings.

Place Greater Emphasis on Good Design

At this time in our city's history good design is more important than ever. I would stress that although we usually think of good design as creating beauty, thoughtful design also recognizes and creates opportunities for greater sustainability, better functionality, and the best use of existing resources. I'm not speaking about grand buildings here, but rather everything from tiny houses and temporary shelter for our houseless neighbors to seamless infill in our residential neighborhoods that encourages adaptive reuse as well as new growth along our commercial corridors.



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NEIGHBORHOOD DISTRICT ASSOCIATION

We need to increase the focus on good design with efforts to increase the design literacy of our community through education on design principles and the development process, the creation of design guidelines where people wish to do so. We need ways for people do more than say 'NO' when faced with changes to their neighborhoods and business districts. Better definitions of compatibility and neighborhood context are needed to support for BDS staff in reviewing plans, create clearer expectations for developers and remodelers seeking review as well as neighbors responding to those plans.

Capitalize on "the Missing Middle" — Add Density Without Destroying Neighborhood Fabric

The HAND neighborhood already includes many of the innovative housing types available to increase density within single family neighborhoods without causing the loss of neighborhood character. We urge the Residential Infill Task Force and others to explore these options further and here, too, compatible design will make all the difference in neighborhood acceptance.

Commit resources to monitor the impacts of your Comprehensive Plan Goals and Policies

Our city is well known for its extensive (not always effective) public involvement and planning processes, but we never seem to allocate resources to evaluate the effect of our plans and policies. With a housing crisis, unprecedented growth and a spate of new goals and policies soon to be adopted, we must ensure that the impacts and outcomes of our policies and strategies are carefully evaluated as we go forward to keep our Comp Plan a relevant, living document.

Provide Better Opportunities for Meaningful Engagement in Proposed Development

Provide resources and processes that lead to better projects and allow neighbors to do more than just say "NO"! Operationalize the policies in Chapter 2 on Community Involvement by implementing the DDI Notification and Engagement Proposal for review of Centers/Corridors redevelopment plans.

We are not anti-density, but we ask again that you balance longterm goals for increased density with more meaningful public involvement and more attention to the opportunities to support a more sustainable future that thoughtful design can provide. It too often feels as though we are focused on building a Portland for others to come without considering those who have already invested their money, energy and love here.

Sincerely,

Susan E Pearce
HAND Chair

Please see attached



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

Division Design Initiative Top Ten Policy Recommendations.

① Improve notification and enable constructive community engagement about growth Consider SE Division Street with eight large buildings in 18-24 months. This is major redevelopment, yet the neighborhood had no meaningful opportunity for real input in the design of these buildings which transformed their neighborhood.

(See DDI Notification and Community Engagement Policy Recommendations)

② Close the Residential Floor Area Ratio Code Gap Now - There is currently no Floor Area Ratio (FAR) requirement for the residential portion of mixed use buildings which results in overly boxy, bulky buildings as projects build to the maximum envelope allowed. The City (through their Mixed Use Zones Proposal) is recommending this be fixed as part of the Comprehensive Plan adoption but it would not take effect until 2017. We recommend this be a top priority for the City to take immediate action to fix now.

③ Add Permit Review Criteria for Assessing Compatibility with Neighborhood Context (see draft Division Design guide-lines Compatibility section & comment letter to the City of Portland Hearings Examiner re: land use appeal by Brentwood Darlington Neighborhood). Request additional permit submittal requirements be added including:

- a. Elevations showing proposed development in context of adjacent building/block development,
- b. Solar shading analysis, privacy and view impact drawing
- c. Statement of features/approaches used to demonstrate alignment with community design goals and preferences if formal guidelines exist
- d. If no parking is required, provide a transportation demand management plan for mitigation of impacts (this could include annual bus passes for residents, shared/conjunctive use parking, on site car or bike-share options, etc.)

④ Develop Density Transition Zones & Foster the "Missing Middle" – The Current Comp Plan Growth Strategy focuses on corridors and centers but leaves out small-medium "plexes", town/rowhouses, and courtyard style housing (promoted in the past with the City's "Courtyard housing design competition"). These building types may blend better within the existing neighborhood fabric and could help relieve some of the development pressure on older commercial corridors with special character like Division, Hawthorne, etc. (See Eli Spevak proposal, and Metro Innovative Design & Development Codes – Transitions Section)

⑤ Create Incentives for Reuse & Preservation of Existing Buildings with Special Community character - Are there some areas where we don't want the zoning to transfer automatically? As shown in the study noted below, retaining a mix of diverse building vintages and sizes has been proven to encourage economic vitality, more diversity, a greater number of jobs, fewer chain stores, and more affordability for small businesses and tenants. We may need other incentives that support adaptive reuse of these such as waivers of SDC, transfer of development rights (not just for historic properties), etc. (See Report on "Older, Smaller, Better: Measuring how the character of buildings and blocks influences urban vitality", by Preservation Green Lab, National Trust for Historic Preservation, May 2014)

⑥ Relate Building Height to Street Width & Consider Nodal Focus. Set different goals for narrow vs. wider streets and focus some density into nodes – visualize a "Pearls on a String" concept with the pearls as the commercial focus with residential or lower scale development as the string. This was a priority expressed for future development in the Division Green Street Main Street Plan. (See Urbsworks Policy Recommendations, Division Green Street Main Street Plan)



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

7 Consider Incentives in new Mixed Use Proposal for community amenities, including: high performance buildings/zero energy buildings, preservation and adaptive reuse of older buildings, provision of reasonably priced housing, and alternative transit-oriented or other community beneficial uses (daycare, small corner grocery stores, affordable/senior housing).

8 Incorporate solar policy into zoning code amendments to support more high performance buildings and minimize/mitigate solar shading of adjacent infill

– Encourage further study of more N/S corridor density which has less shading impacts than on E/W corridors. (See New Buildings Institute Policy, state solar access policy OR 227.190, and other Oregon community solar policies such as Ashland, Jackson County, et al).

9 Enhance/maintain community livability through access to sun, air, light, privacy and public views for current and new residents/businesses. Address privacy issues via increased requirements for placement of and side setbacks to maintain air and light (e.g. varied rooflines, lightwells, stepbacks and stepdowns in heights), minimize privacy impacts (i.e. increased rear landscape screening requirements, sensitive location of balconies), protection of important viewsheds (e.g. reduction of large blank walls, maintain public view of community monuments such as the Hollywood Theater, Bagdad Theater, SE Hills). (These issues influence mixed use zoning requirements in development; also see Urbsworks research on lightwells and consideration of upper level skyplane context in NY Code; DDI Comment Letter to the City of Portland Re: Comp Plan & Mixed Use Zones)

10 The City should employ broader tracking of and accountability for development impacts. Portland, and state of Oregon do not require documentation nor impacts analysis resulting from a new development beyond fee impacts to traffic, sewer and parks. However most states require this. Critical issues could be documented during permit submittal and review. Recommended issues to be tracked should include impacts to:

- a. Health (e.g., noise, air quality, safety)
- b. Environment (e.g., loss of habitat, mature trees/heat island effect, climate change)
- c. Community (e.g., loss of historic resources, important public viewsheds)
- d. Economy (e.g., loss of affordable residential and commercial spaces, loss of solar access for energy generation, food production, etc.)

"What gets measured, gets managed.

What doesn't get measured gets lost."

Let's not lose track of the things that matter most.



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Dear Mayor Hales and City Council Members,

During the past year as the Hosford Abernethy Neighborhood District (HAND) board has been discussing the Comprehensive Plan, many livability issues have come to light. Of significant concern is the relationship between residential uses and commercial uses at isolated non-conforming commercial sites nestled in exclusively residential areas, and the desire to preserve and protect both the commercial and residential needs.

In the HAND neighborhood there are four such sites that we would like to bring to your attention. Planning staff has recommended a change to their designation and zoning. The HAND Board opposes a change in the Comprehensive Plan for 3029 SE 21st Ave (People's Coop), 1996 SE Ladd Ave. (Palio's Café), 1540 SE Clinton St. (Northwest Naturopath Clinic), and also the garage at 2021 SE Tibbetts, added by staff in error, from their current residential designation to that of commercial.

All of these sites are in commercial use, have a non-conforming status, and are completely surrounded by residential properties. The non-conforming status provides protections to the surrounding properties, such as limiting the permissible hours of operation and providing a mechanism for review if there is a change of use. Changing the Comprehensive Plan designation and zoning would remove these protections.

Our position should not be viewed as opposing density or the broader goals of planning for vibrant neighborhoods. Nor should it be seen as critical of the existing businesses in these properties, which are great assets to our neighborhood. Our concern is the future of the sites should the zoning become commercial and a subsequent new business moves in. There would be no mechanism to ensure that the future business would remain compatible with the uniquely residential nature of these sites.

The drawbacks of changing the zoning status from residential to commercial for these sites has become more evident to us with the roll out of the Commercial Zoning update. The new commercial zoning code is missing a component critical to the success of isolated commercial sites such as these, as well as others scattered around Portland. Residents need a zone designation that allows them to have more input in the nature and neighborliness of the commercial activity that takes place. Currently the conditional use status allows this to happen.

The proposed CM1 commercial designation, as it is presently defined, does not have similar safeguards in place to ensure the livability and compatibility that currently exists. The businesses at these sites are currently good neighbors, but each has had various issues over the years. Whether it was noise, odors, parking, or early morning deliveries, the conditional use brought the businesses to the table to resolve the conflict with



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

neighbors. Our concern is that the businesses at these sites will lose the obligation to engage with their residential neighbors to resolve issues if the properties turn over to CM1 as it is presently defined.

The HAND Board would not oppose the proposed Comprehensive Plan designations if the zoning code were changed to offer neighbors of sites such as these the protections equivalent to those arising out of the current non-conforming status. We have offer some language below for inclusion in the Comprehensive Plan to guide additional protections for isolated commercial sites such as these.

Until the zoning code is modified to address these concerns over commercial-zoned properties in otherwise residential areas, we feel that for the specific sites listed above, the existing non-conforming designation provides the best balance between neighborhood-oriented commercial uses and residential uses given their close proximity in these three cases.

Thank you for considering these comments.

Sincerely,

Susan E. Pearce
HAND Chair

Ensuring Residential Compatibility of Isolated Commercial Sites:

Limited hours of operation.

Notification and request for input sent to nearby properties following a proposed change of use other than one in the same use category or a less-intensive use category.

Change of Use Notification Procedure: An Isolated Commercial Site situation review is processed through a Type II procedure, giving consideration to the following:

1. The hours of operation;
2. Vehicle trips to the site and impact on surrounding on-street parking;
3. Noise, vibration, dust, odor, fumes, glare, and smoke;
4. Potential for increased litter; and
5. The amount, location, and nature of any outside displays, storage, or activities.



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Dear Mayor Hales and City Council Members,

We on the Hosford-Abernethy Neighborhood District (HAND) board would like to commend the Bureau of Planning and Sustainability for composing a Transportation System Plan that embodies the values and goals crucial to Portland's success and survival in the 21st century. This includes Chapter 9 of the Comprehensive Plan. Specifically, we want to mention the plan's emphasis on safety, equity, transit mode prioritization, and protections for vulnerable users. We hope that this plan will help the City of Portland think of transportation less in terms of speed and throughput, and more in terms of livability, sustainability, and safety for all modes (Vision Zero).

One concern we have with the TSP is that of naming conventions. Specifically, while the old designation "bicycle boulevard" made it apparent who had priority on these streets, "greenway" is not as clear, especially to drivers less familiar with Portland's street system. Further, "greenway" has multiple separate meanings within the TSP itself, referring not only to surface streets with low-stress bicycle facilities, but also to trails, to bike-unfriendly streets with stormwater facilities and a tree canopy, and to land flanking the Willamette River.

Between "greenways," "enhanced greenways," "greenscape streets," "green streets," and "Willamette river greenway," we wonder if the distinction and importance of our "neighborhood greenways nee bicycle boulevards" isn't being diluted.

Another concern we have with the Comprehensive Plan and the zoning update as they relate to transportation and street-use issues is that of how proximity to transit is determined. Within ¼ mile of high capacity transit (MAX) stations, the policies on density and parking minimums changes. The diagrams that we have seen from the Bureau of Planning and Sustainability (BPS) relating to HAND's neighborhood high capacity transit station, Clinton St Station, appear to apply this ¼ mi distance "as the crow flies" rather than by walking distance.

However proximity does not equal accessibility. Due to the incomplete road grid and the freight line tracks in this neighborhood, even some buildings within sight of the new station cannot access it without a substantial detour.

We want to ensure that what we are seeing in BPS diagrams is not being translated into policy, and that actual on-the-ground distance is used to determine zoning and parking policies. A further consideration unique to our neighborhood is the delay caused by the freight tracks separating the station from the majority of homes that utilize it. Due to the proximity to Brooklyn Yard, freight trains frequently cause delays up to 40 minutes, isolating the station from the homes and businesses to the north. A pedestrian bridge was torn down for the Orange Line's construction, and its promised replacement has never been delivered despite repeated



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

requests. Using the nearest detour, the Powell underpass, adds a full mile to the trip. Under these conditions, *no* properties within HAND north of the freight tracks are within ¼ mile of the Clinton St Station.

As with the rest of the Comprehensive Plan's public outreach process, we have found the process for public feedback regarding the TSP to be confusing and difficult to follow, particularly as the TSP is both part of and separate from the Comprehensive Plan. It has also been difficult to determine how the TSP interacts with and will/will not incorporate elements of related city plans, including the Climate Action Plan, 2030 Bike Plan, etc. The online Map App was a creditable addition to the public outreach process, however it does not appear to include all transportation projects currently planned or in the works, leaving us to wonder if these missing projects do not fall within even the unconstrained budget, or if they were omitted because they are already outlined in other city plans and thus have a place secured within the transportation budget and on PBOT's/TriMet's "to-do" lists.

Therefore, we would like to take this opportunity to submit a list of crucial transportation projects within HAND for the next 20 years, to ensure they do not fall between the cracks of the various city transportation plans. Some of these projects are included in the TSP; some are not (we have attached TSP project numbers where possible). In light of Vision Zero and the goals stated in Chapter 9 of the Comprehensive Plan, we have attempted to highlight projects that benefit vulnerable road users or the safety of all road users. The following projects have been categorized by type.

Projects currently in progress:

- Twenties bikeway (including traffic light at SE Powell and 28th) -- #40074
- Clinton neighborhood greenway enhancement project
- Portland bike share -- #2011
- Inner Powell safety improvements -- #70045
- Powell/Division high-capacity transit and transit access projects -- #80039, #80040, #80037

Transit projects:

- Replace demolished ped/bike bridge over freight and light rail tracks at Clinton St/SE 12th Ave MAX Station
- Research water transit options

Bicycle projects:

- Create SE Harrison Greenway (includes traffic lights at 11th and 12th, above)
- Create SE 9th Ave Greenway -- #70077
- Create bicycle facilities on SE 3rd/Division Ave (west of 13th)
- Create protected/buffered bike lanes on SE Hawthorne (east of 12th)
- Enhance bike lanes on SE Hawthorne to be protected (west of 12th)
- Enhance/create bicycle facilities on SE 21st between Gladstone and Division (with possible continuation north on 20th)
- Protect and enhance bicycle facilities on SE 26th

Intersection improvements:

- Traffic light at SE Harrison & 11th
- Traffic light at SE Harrison & 12th
- Traffic light at SE Madison & 12th (one block north of HAND in Buckman, affects pedestrian, bike, and vehicle traffic to/from HAND)
- Traffic light or 4-way stop at SE Woodward and 8th -- possibly part of #20050



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

- Traffic light or 4-way stop at SE Caruthers and Water -- possibly part of #20050 or #20075
- Rapid flash beacon at SE Clay & 11th
- Rapid flash beacon at SE Clay & 12th
- Crosswalk enhancements on SE 26th between Clinton and Powell (at Cleveland High School and bus stops)
- Crossing enhancements on SE Hawthorne between current crossings at 16th, 20th, and 27th Ave (to allow improved ped/bike access to businesses along Hawthorne commercial corridor)
- Create protected intersection at SE Hawthorne and 7th for bicycles, including dedicated traffic signals (as part of protected bicycle facilities on Hawthorne, below)

Projects for Further Research and Discussion:

- Research an all-modes freight and light rail overpass between SE Hawthorne and SE Powell (possible location: SE 8th and Division Ave/PI)
- Create Central City Green Loop (possibly in combination with bicycle facilities on SE 11th/12th)
- Create bicycle facilities on SE 11th and 12th (possibly as part of Green Loop)
- Implement road diet on SE 11th & 12th couplet (possibly as part of Green Loop or other new bike facilities)
- Change Hawthorne's road classification in all guides to be the same as Division's classification
- Traffic light at SE Powell and 8th, including left turn from Powell eastbound (to relieve congestion on SE Milwaukie from Powell Blvd) -- possibly part of #20050

The HAND Board

Susan E Pearce
HAND Chair



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

January 7, 2016

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

Dear Mayor Hales and City Council Members,

The HAND Board is concerned with the public process surrounding the Comprehensive Plan updates, especially now that the recommended plan has been submitted to City Council. We realize it is a living document, but feel that when a change in Comprehensive Plan designation or zoning is considered, a notification process should be in place to inform adjacent property owners, tenants, and neighborhood associations of the proposed change. This notification should happen before the decision is finalized, and allow an opportunity for the public to provide input and shape the final outcome. Such notification should be clear and specific.

We are finding that this level of outreach is not being conducted as a matter of policy, and that the Bureau of Planning and Sustainability has been directed to provide only the minimal notice required by law, which we believe is insufficient given the gravity and impact of the decisions being made.

One example in our neighborhood is the process surrounding the proposed Comprehensive Plan change from non-conforming residential to commercial for People's Co-op. In this case, planning staff made a recommendation to the Planning and Sustainability Commission in April to change the zoning of People's. That recommendation was made just one week before the Commission was set to make its decision, and planning staff notified no one, including People's, of the proposal. There was no practical way for residents, HAND, or even People's itself to comment on, testify for or against, or provide input into the decision. Discussions at HAND board meetings after the change was adopted brought up concerns, because the current non-conforming conditional use status provides more protections to neighbors. We feel a better decision might have been made had we been able to present this position early in the process.

People's is not the only example in our neighborhood. We also understand that planning staff has a list of Addendums and an Errata. This list is not yet publicly available, but as part of your citizen outreach policy it should be. To date, there has been no public discussion of what is on the list, no notice to potentially affected homeowners or neighbors. We feel the city council should not consider any of these changes until a process is developed to notify both property owners and their neighbors, and provide an opportunity for them to weigh in on the decision.

We feel that greater transparency by the city is needed regarding comprehensive plan changes in order for citizens to feel that the document is valid and represents their needs.



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

We believe this pattern is being repeated throughout the city. Planning staff have told us it is Bureau policy only to provide the minimum notification required by law, and not to notify the owners or occupants of surrounding properties. They have also told us it is policy not to inform any party (including property owners) early in the process, until well after PSC has acted on recommendations from staff, at which point it is too late to help shape an alternate decision.

We feel that public notice should include the following three elements:

1. Notice should be provided early in the process, before any decisions are forwarded to the PSC, so stakeholders can have the opportunity to testify.
2. Notice should be provided to all stakeholders – the property owner, adjacent property owners and tenants, and the neighborhood association. Changing the zoning of one property affects those around it.
3. Notice should be specific. Some notices suggesting simply that recipients "Check the Map App" may have been sent; this is not sufficient.

We understand that notifying more parties can mean increased expense, but there may be ways to reduce the financial impact, such as targeted mailings similar to Type II adjustments, posting signs at affected properties rather than sending notices by mail, or even providing an online application where people can register to receive electronic notices about changes in their area. (Such an application could easily be used in future planning, transportation, and zoning-related notification processes.)

The Comprehensive Plan update process has a significant potential to impact people and their properties in profound ways, and that it is important to have a more robust and inclusive system for public notice to bring people into the process.

With more input from the community, the updated Comprehensive Plan would be a stronger document and would better reflect the needs of Portlanders. You have already heard testimony that many residents feel that planners have made decisions that reflect a lack of understanding of the communities being "planned." It may be too late to change course on what has already occurred, but we urge you, moving forward, to ensure that timely and inclusive notice is given to all affected parties when a zoning or Comprehensive Plan change is contemplated.

Thank you,

Susan E. Pearce
HAND Chair

Arevalo, Nora

From: M.E.Andre <andme@teleport.com>
Sent: Thursday, January 07, 2016 4:41 PM
To: BPS Comprehensive Plan Testimony
Subject: DDI Top Ten Recommendations

Hello,

As a resident of the Richmond neighborhood, I have had the privilege of being a part of many meetings and events at RNA and DDI which have sought the inclusive participation of so many diverse populations to generate and hone the Top Ten Recommendations for the Comprehensive Plan.

Because of my familiarity with the way this process has developed over the many months, and because I know how it represents thorough research and voices from such broad and diverse areas, and because these recommendations address a loop hole and needs not previously addressed, I strongly urge you to adopt the The Ten Policy Recommendations for the Comprehensive Plan.

Thank you for your consideration of behalf of this work.

Mary Ellen Andre
2940 SE Brooklyn
Portland, OR 97202



College of Urban and Public Affairs, School of Community Health
Institute on Aging

Post Office Box 751 503-725-3952 tel
Portland, Oregon 97207-0751 503-725-5100 fax
ioainfo@pdx.edu

January 7, 2016

Dear City Council Members and Bureau of Planning and Sustainability Staff:

The following comments pertain to the City of Portland's 2035 Comprehensive Plan and represent the views of the Institute on Aging at Portland State University, specifically Drs. Margaret Neal and Alan DeLaTorre, who serve as the co-coordinators for the Age-Friendly Portland and Multnomah County initiatives.

Public Testimony: These comments will accompany verbal testimony to City Council on January 7, 2015.

Thank You for Advancing Policies Pertaining to Older Adults and People of All Ages and Abilities: The Institute on Aging and the Age-Friendly Portland and Multnomah County Initiatives commend the City of Portland for advancing policies that address the needs of people of all ages and abilities and will help to create a city that is a healthy, vibrant, inclusive, and just place for all. Throughout the Vision PDX, Portland Plan, and Comprehensive Plan processes, the City has been responsive to testimony concerning aging- and disability-related issues. In addition, we applaud the City for involving individuals with expertise pertaining to aging in various groups and committees related to these planning processes, including the Portland Plan Advisory Group, the Policy Expert Group focused on Neighborhood Centers, and the Resident Infill Project Stakeholder Advisory Committee.

Specific Policies that Support Older Adults and People of All Ages and Abilities: A number of policies in the 2035 Comprehensive Plan support an all-age-friendly Portland and Multnomah County. We at the Institute on Aging and the Age-Friendly Portland and Multnomah County initiatives strongly encourage the City of Portland to prioritize implementation of these policies in order to enhance our city by making it friendly to those of all ages and abilities. We suggest that implementation efforts should include regulatory approaches (e.g., zoning and building codes), incentives (e.g., bonus densities), and priority allocation of funding (e.g., grants, appropriation requests). The specific policies include:

Urban Form

- *Policy 3.4 All ages and abilities.* Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages.
- *Policy 3.19 Accessibility.* Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.

Design and Development

- *Policy 4.5 Pedestrian-oriented design.* Enhance the pedestrian experience throughout Portland

through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

- *Policy 4.10 Design for active living.* Encourage development and building and site design that promotes a healthy level of physical activity in daily life.
- *Policy 4.15 Residential area continuity and adaptability.* Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.
- *Policy 4.25 Active gathering places.* Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

Housing

- *Policy 5.18 Aging in place.* Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.
- *Policy 5.4 Housing types.* Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; prefabricated homes such as manufactured, modular and mobile homes; co-housing; and clustered housing/clustered services.
- *Policy 5.5 Housing in centers.* Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-family dwelling and family-friendly housing options.
- *Policy 5.6 Adaptable housing.* Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.
- *Policy 5.7 Physically-accessible housing.* Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.
- *Policy 5.8 Accessible design for all.* Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, through the use of Universal Design Principles.

Transportation

- *Policy 9.6 Transportation strategy for people movement.* Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA).
- *Policy 9.18 Pedestrian safety and accessibility.* Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

Specific Changes that We are Suggesting: We respectfully suggest the following two changes:

- *Policy 9.6 Transportation strategy for people movement.* The prioritization of modes for people movement should be re-ordered to best meet the needs of Portland's aging population and the needs of people with varying abilities. In particular, rather than prioritizing bicycling

over transit, transit should be prioritized above bicycling, resulting in the following ordered list: (1) Walking, (2) **Transit**, (3) **Bicycling**, (4) Taxi/commercial transit/shared vehicles, (5) Zero emission vehicles, and (6) Other single occupancy vehicles.

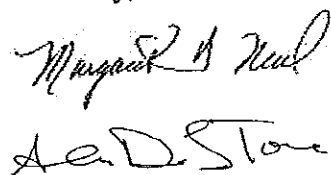
- *Policy 9.40 Portland International Airport.* As we suggested in our October 21, 2014, written testimony on an earlier draft of the Comprehensive Plan, consider inserting the term "age-friendly" in the text as follows: "Maintain the Portland International Airport as an important, **age-friendly** regional, national, and international transportation hub serving the bi-state economy." PDX would be the first airport in the nation, and quite possibly in the world, to have this focus, and in fact, airport officials have already consulted with members of the Age-Friendly Portland and Multnomah County Advisory Council on design features for the renovations currently underway. To not include this language in the plan would be a missed opportunity to further enhance the City's reputation as a world leader in the age-friendly cities and communities movement.

One Additional Recommendation: As noted on p. I-34 of the Recommended Draft of the 2035 Comprehensive Plan dated August 2015, 120,000 new households in the city are expected by 2035. Institute on Aging researchers have examined data from Metro and the Office of Economic Analysis (Oregon), and **we have determined that 40-45 percent of the predicted 120,000 new households in Portland by 2035 will include people who are aged 65+.**

Our preliminary research has shown that between 2015 and 2025 (the next ten years), people aged 70-79 will have the highest rates of growth compared with all other age groups. Then, from 2025-2035, households with someone aged 80+ will grow at a higher rate than will all other households except those with people aged 40-44. Because the incidence of disabilities begins to increase at age 70, there are implications for the types of housing people in these age groups will need. In addition, housing costs are a particular concern for older adults living on fixed incomes. Greater understanding of the housing needs of older adults in Portland is needed, and we are pleased to be identifying issues and potential solutions with the funding you have recently provided us. Additional demographic analyses are needed to understand the implications of household growth in light of the age composition of the new households moving to the city.

Thank you for your consideration, for all you have done to date and for that which you will do in the future to make our city of Portland an all-age-friendly city.

Sincerely,



Margaret B. Neal, Ph.D., and Alan DeLaTorre, Ph.D.
Institute on Aging, Portland State University and
Co-Chairs, Age-Friendly Portland and Multnomah Advisory Council

cc: Age-Friendly Portland and Multnomah County Advisory Council

PERKINScoie

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January 7, 2016

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D +1.503.727.2036
F +1.503.346.2036

VIA EMAIL: CPUTESTIMONY@PORTLANDOREGON.GOV

City of Portland, City Council
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201-5380

Re: **Comp Plan Map Testimony
Broadmoor Golf Course's Request for Industrial Comp Plan Designation**

Dear Mayor Hales and Commissioners:

This firm was recently retained to represent Broadmoor Inc. ("Broadmoor"), who has owned the Broadmoor Golf Course located at 3509 NE Columbia Boulevard for over 100 years. Please include this testimony in the record of the above-referenced proceeding and provide us with notice of the final decision.

Broadmoor intends to continue to operate as a public golf course for the foreseeable future. However, as golf revenues have continued to decline over the past 10 years and the City's need for additional employment land increases, Broadmoor acknowledges that at some point developing a portion of the golf course with an industrial use, while preserving higher-quality natural resources in open space, may be the highest and best use of the land. As a result, Broadmoor supports the recommendation to designate approximately 22 acres of the golf course along NE Columbia Boulevard as Industrial on the comprehensive plan map.

Broadmoor testified to the Planning and Sustainability Commission ("PSC") in support of this designation, and requested that the zoning for that area be amended to IG2 concurrently with the comp plan amendment. The PSC was receptive to this request, and recommended the contemporaneous zone change as part of the Employment Zoning Project Recommended Draft. We appreciate and agree with the PSC's recommendation.

Broadmoor is also supportive of re-designating and re-zoning the approximately 54-acre area that Broadmoor sold to Metro as a natural area in 2012 from Industrial/IG2 to Open Space/OS.

As Broadmoor has continued to consider the long-term options for the property, evaluated the industrial development potential of the site, and better understood the demand for industrial land, Broadmoor has determined that the most appropriate location for industrial development is the approximately 33-acre area north of the Columbia Slough and south of the Metro Open Space area. Accordingly, Broadmoor requests that the comprehensive plan map designation be amended from Open Space to Industrial for the approximately 33-acre area north of the Columbia Slough, as depicted on the attached map. No amendment to the zoning map is requested at this time.

129299227.1

Perkins Coie LLP

Mayor Hales and Commissioners
City of Portland
January 7, 2016
Page 2

This northern portion of the property is suitable for industrial development because it is flat, is isolated from residential uses, and is compatible with Portland International Airport's operations. Environmental overlay zones and adjacent Open Space areas would ensure that the natural resources on site and nearby would be protected from development. Finally, as compared to Riverside Golf Course, who is on record objecting to an Industrial comp plan designation and has denounced any use of its property other than as a private golf course, Broadmoor is open to industrial development over the planning horizon.

Developing the area north of the Columbia Slough as an industrial use at some point in the future would not only address the City's demand for industrial land, but it provides the opportunity to create an east/west public street parallel to NE Columbia Boulevard, connecting NE 33rd Avenue and NE 47th Avenue. This connection would require cooperation from adjacent landowners and inclusion in the Transportation Systems Plan, but could provide significant relief, particularly for freight, to the congested intersection of NE Columbia Boulevard and NE 33rd Avenue.

Another opportunity presented by the eventual development of up to 55 acres with industrial uses is following the Colwood model of partnering with a non-profit or government entity to improve the functions and values of remaining open space and natural resource areas. Broadmoor has not initiated these discussions yet, but believes that the 54 acres Broadmoor sold to Metro for Open Space and the remaining approximately 67 acres of the golf course property (for a total of over 121 acres) provides a terrific opportunity for environmental lift in and around the Columbia and Buffalo Sloughs.

We appreciate the City Council's consideration of Broadmoor's request, and would be pleased to work with Council staff and/or BPS staff to craft an amendment to the comprehensive plan.

Very truly yours,

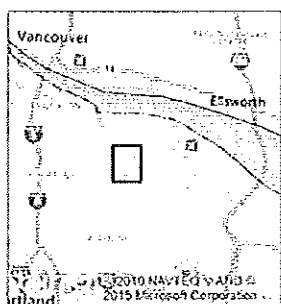
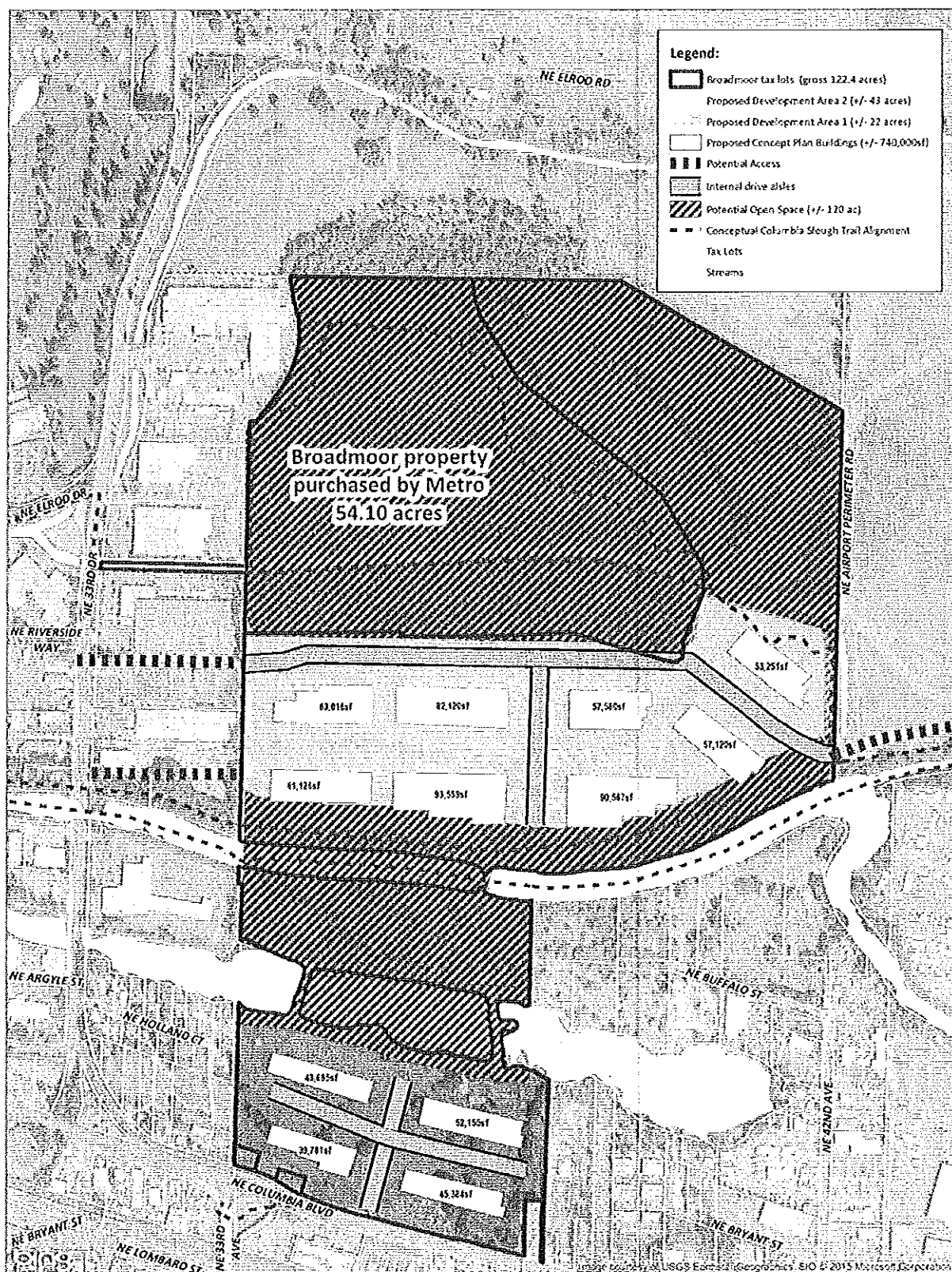


Dana L. Krawczuk

DLK:dlk

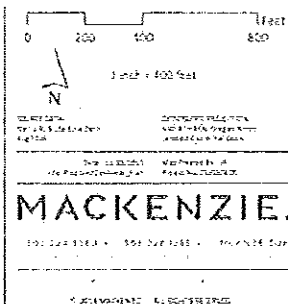
Enclosure

cc: Scott Krieger, Broadmoor, Inc. (via email) (with enc.)
Erik Krieger, Broadmoor Inc. (via email) (with enc.)
Steve Kountz, Senior Economic Planner, BPS (via email) (with enc.)
Tom Wright, Mackenzie (via email) (with enc.)
Gabriela Frask, Mackenzie (via email) (with enc.)



BROADMOOR SITE Proposed Development Areas & Concept Plan

Portland, Oregon



Arevalo, Nora

From: Lokyee Au <lokyee@necoalition.org>
Sent: Thursday, January 07, 2016 4:25 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony
Attachments: 2016.01.07 Comp Plan Comments N Williams NE Fremont.docx

January 7, 2016

Council Clerk
 1221 SW 4th Ave, Room 130
 Portland, OR 97204

Re: Public Comments on the Comp Plan Regarding Kaiser Towers properties along N Williams at NE Fremont and NE Ivy Street

Dear Portland City Council Members:

The following comments and recommendations from the Northeast Coalition of Neighborhoods (NECN) are submitted as part of the current testimony period for the Comprehensive Plan. Our comments focus on the parcels commonly known in the neighborhood as the "Kaiser Towers lots." We are formally requesting that City Council make no changes to the current zoning designation in the Comp Plan and Mixed Use Zones processes for these lots. The lots are located on North Williams Avenue and are bounded on the south by NE Ivy and to the North by NE Fremont. The lot Tax ID numbers are R103346, R103347, R308624, and R308625.

The group of lots noted above are currently recommended by the Planning and Sustainability Commission to be down-zoned from the RX zone with a design overlay to a high density residential RH zone. We can find ways to be supportive of the RX zoning for these lots with the handful of location specific limits City Council has explicitly placed on the properties because we feel that it retains a smaller scale mixed use potential. However, we cannot be supportive of any additional up-zoning to these lots because of the scale and use incompatibility of our neighborhood with neighboring single and two story homes, many from the late 1800's. Prior to the Council's decision to rezone these lots two and half years ago, their designation was R1. Radically revising the zoning of these lots will lead to a more uneven pattern of development between the long-time residents and the new, denser character of the area. Specifically, we are adamantly opposed to changing these lots to CM3 Zoning noted in the Mixed Use Zones efforts that link back to the Comp Plan.

Additionally, Rick Michaelson, past Planning Commission Chair and owner of part of the acreage in question, and NECN are in agreement that that the abutting R2 lot at 32 NE Fremont is currently R2 zoning and should remain R2 in the Comp Plan. It is in common ownership with most of the other lots noted above. It is known by the Multnomah County Tax Assessor as R103345. It should not be up-zoned in any way at this late point in the process, and would only come as a last-minute surprise to nearby neighbors.

NECN serves to amplify the voices of community members from twelve inner North and Northeast Portland neighborhoods. The comments included in this testimony were referred by our Land Use and Transportation Committee and were endorsed by the NECN Executive Committee members.

The NECN Board of Directors and our Land Use and Transportation Committee members thank you for your important work for the future of our city, and we appreciate your serious consideration of our comments.

Sincerely,

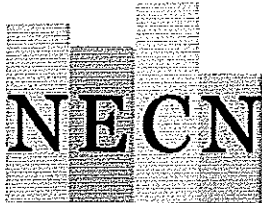
Alan Silver
Chair, NECN Board of Directors
4815 NE 7th Ave
Portland, OR 97212

--

Lokyee Au | Community Committees & Public Affairs Coordinator

Northeast Coalition of Neighborhoods

Direct: 503.388.9030 | Main: 503.388.5004 | www.necoalition.org



**NORTHEAST COALITION
OF NEIGHBORHOODS**

January 8, 2016

Council Clerk
1221 SW 4th Ave, Room 130
Portland, OR 97204

Re: Public Comments on the Comp Plan Regarding Kaiser Towers properties along N Williams at NE Fremont and NE Ivy Street

Dear Portland City Council Members:

The following comments and recommendations from the Northeast Coalition of Neighborhoods (NECN) are submitted as part of the current testimony period for the Comprehensive Plan. Our comments focus on the parcels commonly known in the neighborhood as the "Kaiser Towers lots." We are formally requesting that City Council make no changes to the current zoning designation in the Comp Plan and Mixed Use Zones processes for these lots. The lots are located on North Williams Avenue and are bounded on the south by NE Ivy and to the North by NE Fremont. The lot Tax ID numbers are R103346, R103347, R308624, and R308625.

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www.necoalition.org

Alameda | Bolse | Concordia | Elliot | Grant Park | Humboldt | Irvington | King | Sabin | Sullivan's Gulch | Vernon | Woodlawn

At King Neighborhood Facility, 4815 NE 7th Avenue, Portland, OR 97211. 503-388-5004 main, 503-894-8534 fax, info@necoalition.org

NECN serves to amplify the voices of community members from twelve inner North and Northeast Portland neighborhoods. The comments included in this testimony were referred by our Land Use and Transportation Committee and were endorsed by the NECN Executive Committee members.

The NECN Board of Directors and our Land Use and Transportation Committee members thank you for your important work for the future of our city, and we appreciate your serious consideration of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alan Silver', with a long horizontal flourish extending to the right.

Alan Silver
Chair, NECN Board of Directors

Arevalo, Nora

From: Susan Lindsay <lindsays@pdx.edu>
Sent: Thursday, January 07, 2016 4:23 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Commissioner Novick
Subject: Fwd: Comprehensive Plan Testimony
Attachments: buckman house before.jpg; buckman house after.jpg

I forgot to include the photos I mention in my email.

A beautiful, amazing house...leveled...for unaffordable studio apartments.

Please make the amendments we request.

Thank you,

Susan

Susan Lindsay
 625 SE 17th Avenue
 Portland, OR 97214

----- Forwarded message -----

From: Susan Lindsay <lindsays@pdx.edu>
Date: Thu, Jan 7, 2016 at 4:14 PM
Subject: Comprehensive Plan Testimony
To: cputestimony@portlandoregon.gov
Cc: MayorCharlieHales@portlandoregon.gov, Commissioner Fritz <amanda@portlandoregon.gov>, Steve Novick <Novick@portlandoregon.gov>, Commissioner Saltzman <dan@portlandoregon.gov>, Nick Fish <nick@portlandoregon.gov>

Dear Mayor Hales and fellow City Commissioners Fritz, Novick, Saltzman and Fish,

I write in strong opposition to the proposed rezoning of a key area of residential Buckman. This area bounded by SE Stark to the north, SE 20th to the east, SE 16th-17th to the west and SE Morrison to the south is proposed to change from R-5 to R2.5.

This change was proposed by planning staff...in particular, we were told by planning staff, by one individual who ordered the change as some kind of created "parity" to the neighborhood he resided in, that being Elliot in inner NE Portland.

The neighborhood and property owners did not initiate this change and do not support it...and the way it came to even being proposed, continued in the face of steep opposition and included in the recommended plan is quite disturbing.

This area contains many, many original, turn of the century homes that are important, historically significant and were used as contributing inventory in an effort to create a national historic district. Unfortunately that effort failed as a direct result of the concerns our, poorer than other protected historic neighborhoods, had about the high fees charged for simple remodels. In addition, this area already *more* than fulfills its density requirements much more than any other inner east side neighborhood.

This area needs to retain the R-5 zoning for the homes in this interior blocks, in the same way Irvington, Ladd's Edition and KERNS has stable housing areas..and to ensure they are not demolished.

The house below was a beautiful Buckman house demolished this week...even though it sold for over a half a million dollars!!

Don't let this continue.

Demolitions of existing historic inventory does not create affordable housing..in fact quite the opposite and does not solve global warming. It enriches developers, displaces people who were able to afford housing and guts our beautiful historic neighborhood.

After over 20 continuous years of working to make Buckman be an inclusive, safe, affordable neighborhood that reflects its important historic history as the first neighborhood in East Portland, I ask you to amend the plan and keep the zoning in this area the same.

Additionally I ask you to support the BCA strong opposition to upzoning 15th-19th Morrision/Belmont and to read our letter of opposition.

I appreciate the work you do and the time you've taken to look at this plan.

Please amend it to ensure Buckman remains affordable, accessible, livable, historic and beautiful.

Thank you very much,

Susan Lindsay
625 SE 17th Avenue
Portland, OR 97214

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Susan Lindsay

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Susan Lindsay





January 7, 2016
 Portland City Council
 RE: 2035 Comprehensive Plan

Dear City Council,

My husband and I, Jamaal and Christina Lane were born and raised in N/NE Portland, OR and are now raising three children in NE Portland. We own Champions Barbershop and are seeking to expand into post secondary education, by opening the only exclusive Barbering Institute in Oregon, owned and operated by a Professional Barber. We have been diligently working in the development of our Barber College and have one step remaining in the approval process within the Private Career Schools licensing process, but we cannot find an affordable location in our community. This may leave us no other option, but to take our business model to Vancouver, WA. Overall, just like many other parents and/or business owners, we take calculated risks in order to create and preserve a legacy of wealth to benefit our children, their children and our community. But, as we speak gentrification and displacement are hindering us as African American community leaders and entrepreneurs.

Why are there no action plans for the following policies, implementing economic opportunities, counteracting our displacements, and providing proactive measures focusing on wealth-creation strategies within the African American community?

- Equitable Development, Policies 3.3, a., b., c., d. and e.
- Growth and Development, Policy 3.9
- Impact Analysis, Policy 5.11
- Gentrification/Displacement Risk, Policy 5.14
- Involuntary Displacement, Policy 5.15
- Land Banking, Policy 5.16
- Urban Renewal Plans, Policy 6.33

I am extremely frustrated as there has been no proactive measures put in place to counteract this unnecessary displacement we are being subjected to, in a repetitive cycle at the hands of the City of Portland. This gentrification and displacement did not happen over night and I would sincerely appreciate a timely response addressing the obstacles we are NOW facing as African American Portlanders. In addition, how will the updated comprehensive plan address and ensure that this cycle will be terminated. I strongly believe that we must start reaching the youth when it comes to implementing wealth-creation strategies. I welcome the opportunity to speak with city leaders regarding a solution being devised to meet this objective by a group of African American community leaders.

Respectfully,

Christina & Jamaal Lane
 Thelanegroup1@gmail.com
 6129 NE 21st Ave
 Portland, OR 97211

Arevalo, Nora

From: Pat Willey <pat@willey.ws>
Sent: Thursday, January 07, 2016 4:20 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan

07 January 2016

City of Portland City Council
 1221 SW 4th Avenue
 Portland, Oregon 97204

Subject: Comments on the Recommended Comprehensive Plan Update – Transportation and Parking Elements

Honorable Mayor Hales and City Commissioners,

Thank you for accepting my comments on the Recommended Comprehensive Plan for Portland (RCPP).

My home is situated just southwest of the Hollywood District, and backs to commercial property on NE Sandy Blvd. The proposed RCPP will have a negative effect on the livability of my neighborhood. Noise, traffic congestion, and personal safety are major concerns.

I am concerned over the lack of consideration for parking of private automobiles in development areas,. According to the RCPP, the priorities for transportation are ranked as follows: (1) walking, (2) bicycling, (3) transit, (4) taxi/ commercial transit/shared vehicles, (5) zero emission vehicles, and (6) other single-occupancy vehicles. I could find not definition of “shared vehicles” in the RCPP, but it must infer vehicles like ‘Cars-2-Go’. It does not mean “multi-occupancy vehicles”, as might be mistakenly interpreted. Please insure that when you use terms not generally established, that you provide appropriate definitions. If you must have your list, please include ‘private vehicles’ as a mode, and do not distinguish between single-occupancy and multi-occupancy, something over which you have little control.

I suggest you eliminate your transportation prioritization list, and instead, promote parking for private vehicles. Who can afford to go out to a restaurant when the cab fare is \$25 each way, or \$50 per meal? Add an additional \$40 to \$60 for a couple to dine, and they have consumed a half-day’s pay for many Portlanders. In other words, without parking facilities, people will not be frequenting Portland’s restaurants.

The first two transportation priorities, ‘walking’ and ‘bicycling’, are not widely used methods of transportation during the rainy season (October-June). It appears silly to highlight transportation methods that are least used for three-quarters of the year. Also, many residents (certainly not all residents) rely on walking and bicycling because they cannot afford a motor vehicle. That is not a good client base for boutiques and good restaurants for which Portland has become well-known. In short, how will you generate customers for the proposed business districts if they can only reach those destinations by walking, bicycles, or by taxi?

Regarding ‘Transit’, for urban dwellers it is only a viable transportation for those living near the transit lines who travel only to businesses along the transportation corridor. Providing more parking options along the transit lines will enhance use of public transit by urban dwellers.

I suggest you re-write the RCCP to require parking for businesses and apartment dwellings. Otherwise, lacking sufficient parking, drivers will bypass the business corridors and do their purchasing in the suburbs or in Vancouver, Washington.

Sincerely,

Patrick H. Willey
3371 NE Multnomah St.
Portland, Oregon 97232
503-645-0875

pat@willey.ws

1.

Arevalo, Nora

From: Susan Lindsay <lindsays@pdx.edu>
Sent: Thursday, January 07, 2016 4:15 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Novick; Commissioner Saltzman; Commissioner Fish
Subject: Comprehensive Plan Testimony

Dear Mayor Hales and fellow City Commissioners Fritz, Novick, Saltzman and Fish,

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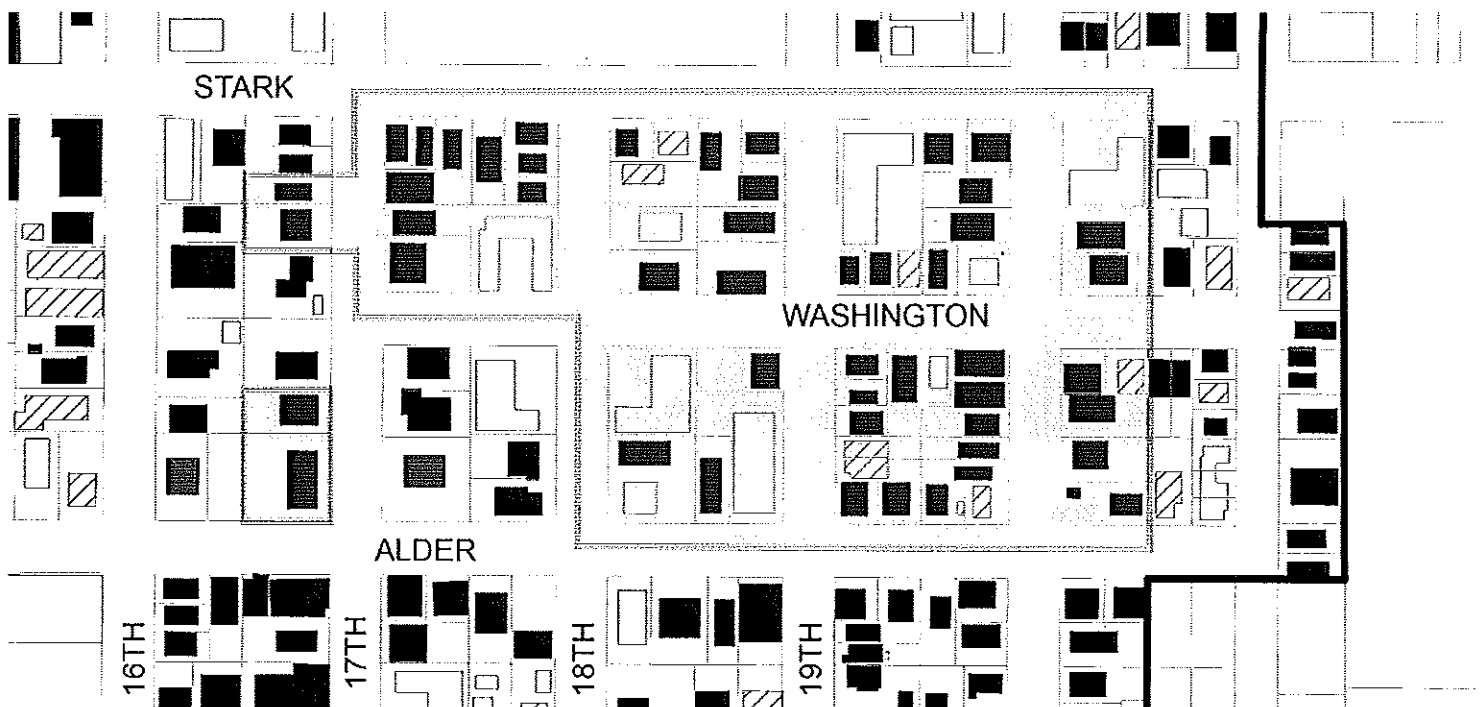
Susan Lindsay
625 SE 17th Avenue
Portland, OR 97214

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Susan Lindsay



NATIONAL REGISTER ELIGIBLE DISTRICT WITH PROPOSED COMP PLAN CHANGES
UPZONING FROM R5 TO R2.5 AND R1



DETAIL OF DISTRICT MAP
BLACK = CONTRIBUTING STRUCTURE

PHOTO	YEAR BUILT	LOT AREA	HOUSING TYPE	CONTRIBUTING STRUCTURE
				
517 SE 16TH	1905	3333 SF	SF	YES
				
525 SE 16TH	1904	5000 SF	2-PLEX	YES
				
615-17 SE 16TH	1909	5000 SF	2-PLEX	YES
				
512 SE 17TH	1901	5000 SF	DUPLEX	NO
				
536 SE 17TH	1902	5000 SF	SF	YES


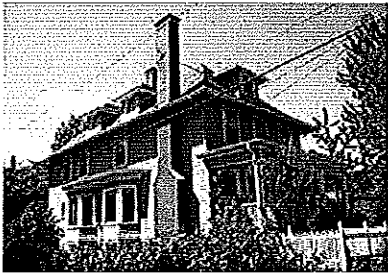
PHOTO	YEAR BUILT	LOT AREA	HOUSING TYPE	CONTRIBUTING STRUCTURE
				
622-24 SE 17TH	1910	10000 SF	2-PLEX + 6-PLEX	YES NO
				
521 SE 18TH	1904	4000 SF	SF	YES
				
535 SE 18TH	1906	6000 SF	SF	YES
				
601-09 SE 18TH	1920	5000 SF	8-PLEX	YES
				
515 SE 19TH	1906	4000 SF	SF	YES




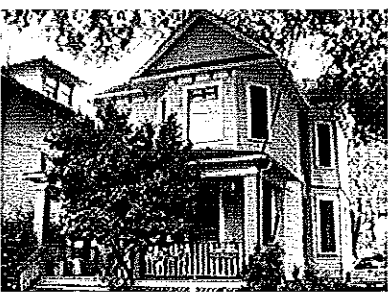





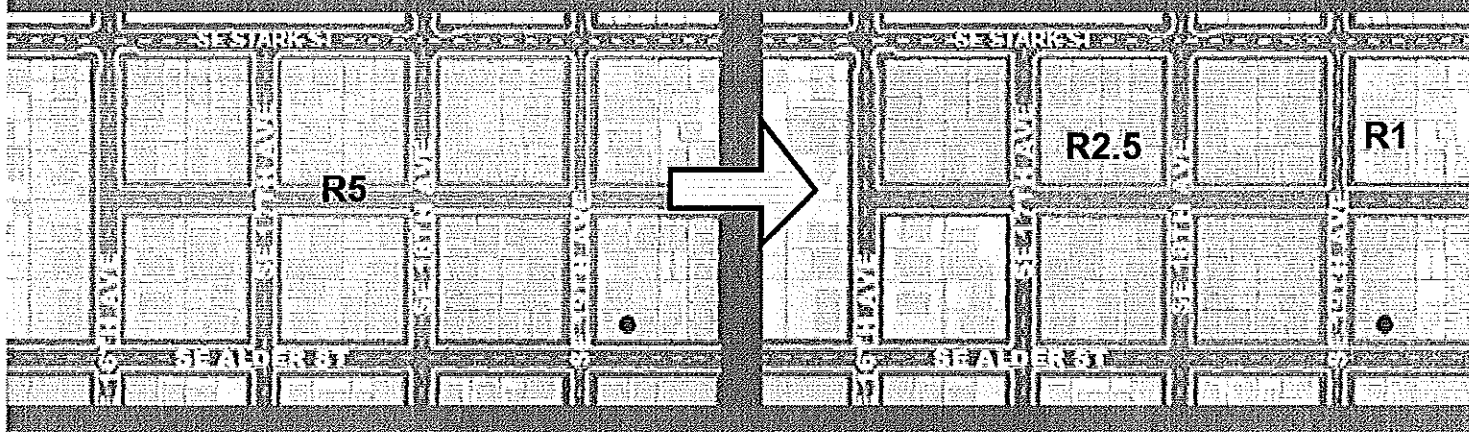
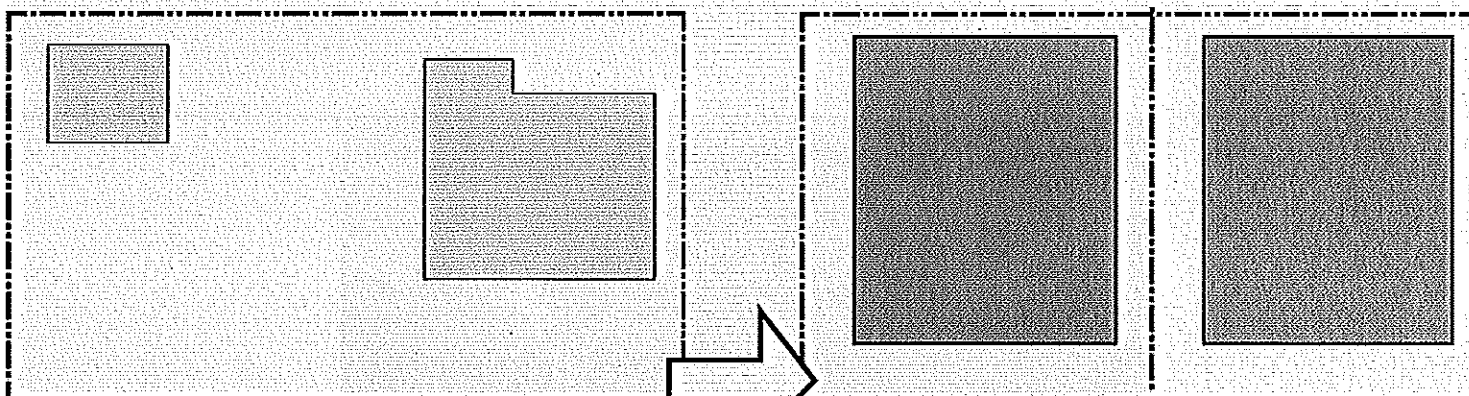
PHOTO	YEAR BUILT	LOT AREA	HOUSING TYPE	CONTRIBUTING STRUCTURE
				
523 SE 19TH	1910	4000 SF	SF	YES
				
526 SE 19TH	1911	5700 SF	2-PLEX	YES
				
534 SE 19TH	1888	4300 SF	4-PLEX	YES
				
612 SE 19TH	1892	5000 SF	SF	YES
				
622-24 SE 19TH	1901	5000 SF	2-PLEX	YES

PHOTO	YEAR BUILT	LOT AREA	HOUSING TYPE	CONTRIBUTING STRUCTURE
				
1535 SE ALDER	1904	10000 SF	3-PLEX	YES
				
1915 SE ALDER	1905	5000 SF	SF	YES
				
1505 SE WASHINGTON	1905	6500 SF	SF	YES
				
1816 SE WASHINGTON	1904	6223 SF	SF	YES

Portland Comprehensive Plan Proposed Zoning Changes for Buckman

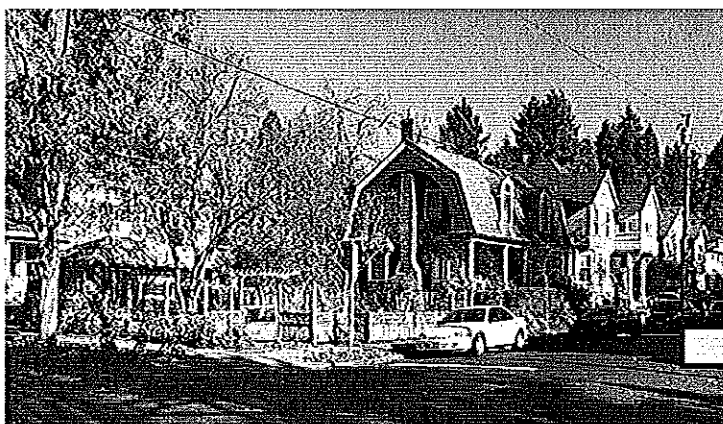


R5 (5000 SF) lots are changed to R2.5 (2500 SF) lots
A 5000 SF lot can be subdivided into two 2500 SF lots with two larger homes



Original building footprints

What would be allowed under the new zoning



This change will result in more teardowns and

- the loss of affordable housing
- the loss of historic homes
- the loss of trees and open spaces
- the loss of neighborhood character

This has already happened at 1206 SE Ankeny, which underwent a lot subdivision and subsequent demolition. The lot size is 4,832 SF, and a 4-story 27-unit apartment complex will be built. The house was a 1906 Stokes and Zeller duplex with all the original woodwork. Stokes and Zeller, builder-architects, built many of the houses in Buckman.



Arevalo, Nora

From: Eileen Wallace <eileen.wallace@gmail.com>
Sent: Thursday, January 07, 2016 3:52 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony - City Council Hearing - Portland Comprehensive Plan
Attachments: Testimony - Eileen Wallace_4001-4007 SW Collins Street_Comprehensive Plan Update_1.7.2016.docx

Council Clerk -

My name is Eileen Wallace. Attached is my written testimony that I plan to verbally present at tonight's City Council hearing regarding the Portland Comprehensive Plan, starting at 6 PM at the Self Enhancement, Inc. building. This testimony is regarding a 4-plex I own located at 4001-4007 SW Collins Street, Portland, OR 97219.

I am requesting that City Council re-designate my 4-plex from its current designation of R1 Multi-Dwelling to Mixed Use - Urban Center.

I have included a visual map diagram in addition to my written testimony for future reference.

If you have any questions or comments, please do not hesitate to contact me via email at: Eileen.wallace@gmail.com, via phone at 503-702-1811 or via mail at 8716 SW 21st Avenue, Portland, OR 97219.

Thank you for this opportunity to present testimony on this matter.

Regards,
Eileen Wallace

January 7, 2016

Name: Eileen Wallace

Mailing Address: 8716 SW 21st Avenue, Portland, OR 97219 Email Address: eileen.wallace@gmail.com

Testimony: Regarding property located at: 4001-4007 SW Collins Street, Portland, OR 97219 in regard to Portland's Comprehensive Plan

My name is Eileen Wallace. I want to thank you for this opportunity to be in front of you today and thank you for your ongoing efforts in Portland's Comprehensive Plan project. I am providing testimony today regarding a 4-plex I purchased in 2004 and previously resided at for several years after graduating from college. It is located in SW Portland at 4001-4007 SW Collins Street, Portland, OR 97219, off of SW 41st and Barbur Boulevard, on an unimproved, gravel road, directly across from the Barbur Boulevard Transit Center, and kitty corner to the City of Portland water maintenance facility and a variety of commercial businesses and multi-family units.

I am requesting that City Council re-designate my 4-plex from its current designation of R1 Multi-Dwelling to Mixed Use – Urban Center. It is contiguous to other properties with this Mixed Use – Urban Center or similar designation, and within the boundary lines of the West Portland Town Center project.

As a young adult and native Oregonian, born and raised in SW Portland, I am invested in the future of this area, currently living in a nearby single family house off of SW 21st and Barbur Boulevard. I hopefully will be around to be an active participant in changes related to and the implementation of Portland's Comprehensive Plan for years to come.

My proposed request also supports any future changes related to the West Portland Town Center project and the SW Corridor high-speed transit plan that may affect this area, as well as any development that will be needed to streets, storm water systems, sidewalks etc. that would accompany such projects. These projects may be years out but I would like the opportunity now to re-designate my 4-plex to Mixed Use-Urban Center to be more consistent with neighboring properties in this specific area, and to have the flexibility to be more in line with providing a mix of residential and commercial space where residents can live, work and play.

My current tenants use bike or bus as their primary means of transportation to get to their jobs and/or to nearby colleges such as the PCC Sylvania campus and Portland State University downtown. Previous tenants have been single parents who relied on the bus transit center as their only means of transportation for themselves and their children. This is possible due to my 4-plex's convenient location directly across from the bus transit center.

However, improvements in the area need to be done, as the lack of sidewalks, unimproved roads, high traffic and limited street lighting do not always make it as convenient or safe for adults and children to rely solely on public transit or walk to nearby businesses. As a single, working mom of a 3 year old daughter, I understand more than ever the importance and convenience of having employment opportunities, housing options and safe areas where kids can play, nearby.

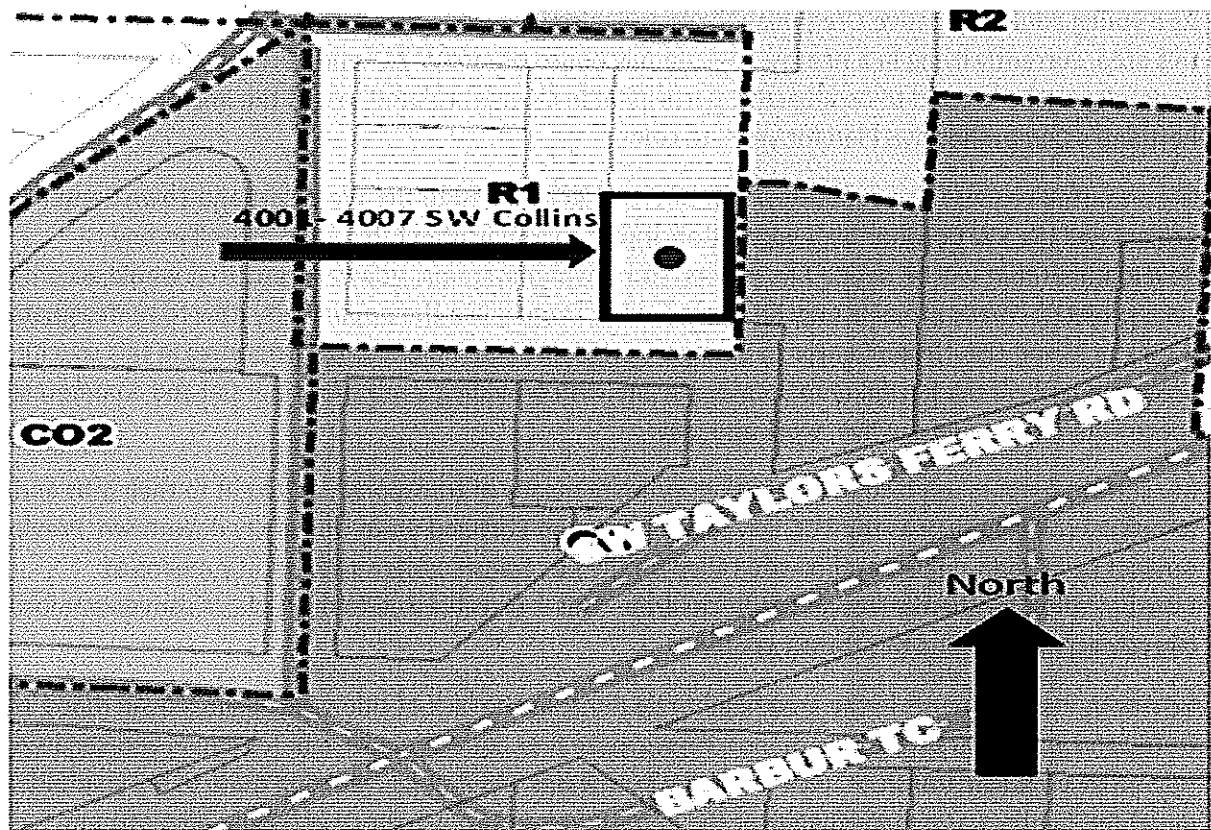
I am invested in this area and my property, doing what I can as a property owner to invest in my 4-plex and surrounding areas, for example, shortly after purchasing my 4-plex, I entered into a contract with Portland General Electric to install a street light across from my property, providing lighting also to the

nearby veterinary clinic, City of Portland water building and neighboring duplex that was previously non-existent. I was able to personally witness my investment increasing foot traffic in the area, specifically for those walking to use the Barbur transit center. This is one example of the many investments I am willing to make to the area that not only benefit my 4-plex and tenants but that also that benefit the surrounding area.

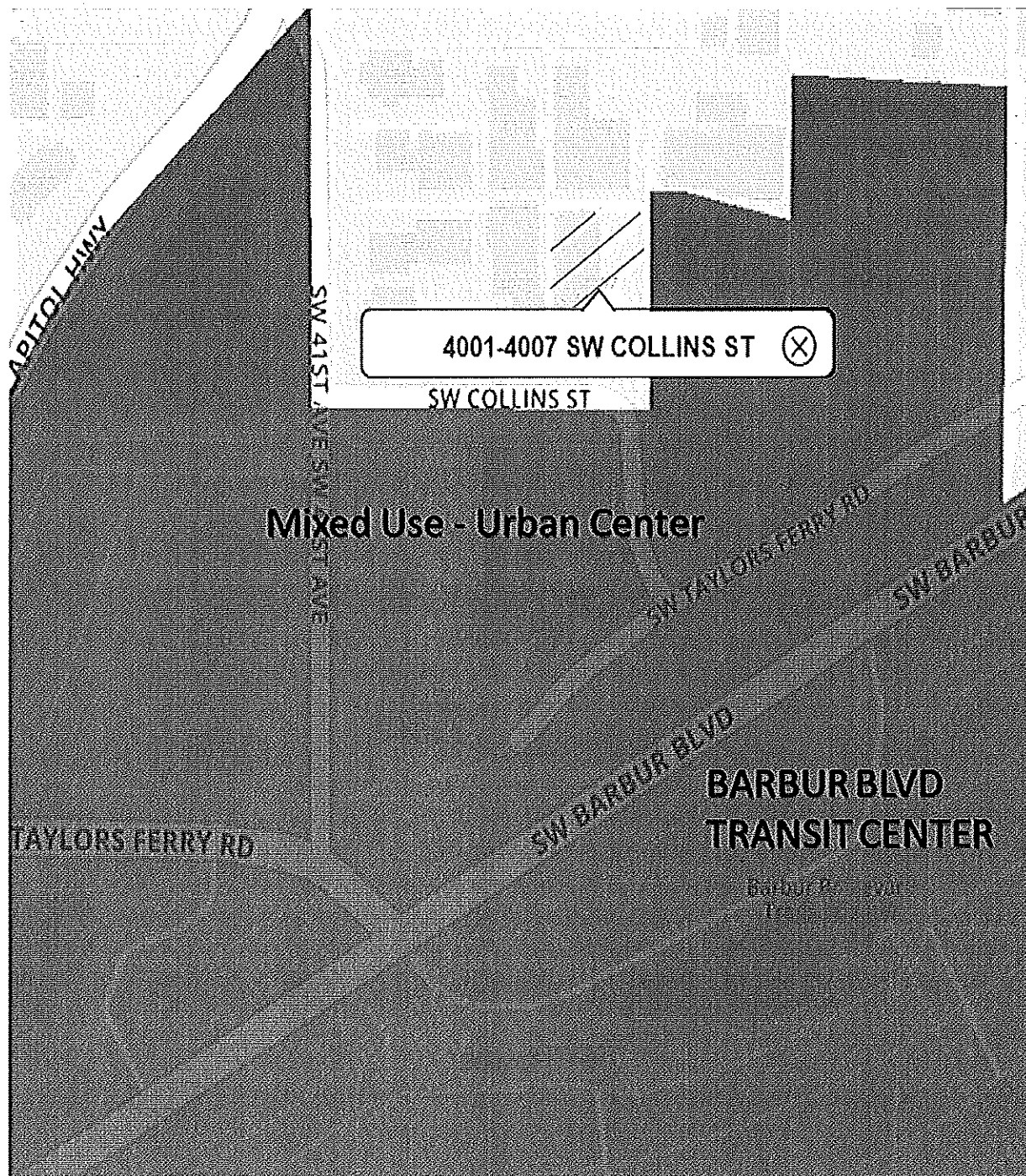
I have owned the property for 12 years and I hope that I will be around for decades to come, and my daughter, for many more decades to come, to help envision and implement these plans. I see great potential for this area and I would like to be an active part of this change. This re-designation to Mixed-Use Urban Center would allow me to have the flexibility to provide an opportunity to potentially have a mix of residential and commercial space for small business owners, adults and children to live, work and play, all of which are very important for generations to come. Thank you for your time and consideration of my proposal.

Below is a map diagram depicting my proposal to re-designate the property from R1 Multi-Dwelling to Mixed Use – Urban Center.

Current



Proposed



Thank you,

Eileen Wallace

eileen.wallace@gmail.com

Arevalo, Nora

From: Madeline Kovacs <madeline@orangesplot.net>
Sent: Thursday, January 07, 2016 3:48 PM
To: BPS Comprehensive Plan Testimony; Parsons, Susan
Cc: Stark, Nan; Eli Spevak; Sweet, David
Subject: CPU Testimony: Businesses along West side of NE 42nd request MUZ designation change from CM1 to CM2
Attachments: CPU Testimony NE 42nd CMI to CM2 01.07.16.pdf

Dear Portland City Council,

The signatories of the attached testimony request that the West side of NE 42nd Ave, currently designated CM1, be changed to CM2 to match the East side of NE 42nd Ave.

Existing development along both sides of NE 42nd Ave is currently quite similar. As this "Main Street" business district matures over the next 10-30 years, it makes sense that both sides of the street would carry the same allowed density unless there is a compelling reason to 'stack' density to one side of the street or the other. We can't see such a reason.

Additionally, we conclude by noting that it would be wonderful for the long-term affordability of this neighborhood if one or more mixed-use redevelopment project(s) along NE 42nd could incorporate affordable rental housing, a development program which is much more likely to be achieved with CM2 zoning.

Thank you,

Eli Spevak
 Orange Splot LLC
 4751 NE Going St
 Portland OR 97218

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Madeline Jane Kovacs
 Project Manager | Orange Splot LLC | [orangesplot.net](mailto:madeline@orangesplot.net)
 +1 510.410.4176 | skype: madeline.kovacs

"The world needs beauty as well as bread..." - John Muir

City of Portland Bureau of Planning & Sustainability
1900 SW 4th Ave
Portland OR 97201

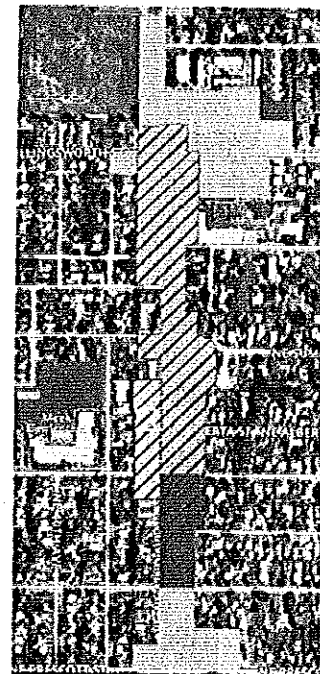
December 21, 2015

Zone Change Request for the West side of NE 42nd Ave. from 4837 - 5013
Proposal: Change comprehensive plan designation from CM1 to CM2.

As property owners along the west side of NE 42nd Ave. and other interested parties, we hereby request that Portland's comprehensive plan establish a base zone of CM2 rather than CM1, as currently proposed, for the 4837 - 5013 address range.

Existing development along both sides of this portion of NE 42nd Ave. are quite similar, characterized by 1-story commercial uses with ample surface parking. As this "Main Street" business district matures over the next 10-30 years, it seems likely that quite a few of these properties will be redeveloped into higher-density uses. As a default approach, it makes sense that both sides of the street would carry the same allowed density unless there's a compelling reason to 'stack' density to one side of the street or the other. We can't see such a reason.

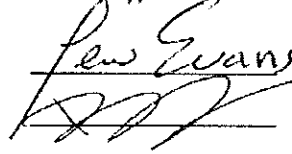
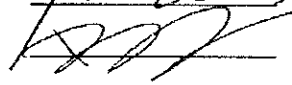
Pasted to the right is the proposed zoning map from the current comprehensive plan draft. Pink represents CM1; orange represents CM2; and red represents CG. We fail to see the logic of the scheme as currently proposed, which designates the west side of this stretch CM1, while the east side (and portions of *both* sides of the street to the north and south) would be CM2 or CG – particularly since the intensity of existing development in these areas is about the same.



We'll conclude by noting that it would be wonderful for the long-term affordability of this neighborhood if one or more mixed-use redevelopment projects along NE 42nd could incorporate affordable rental housing. Currently, the housing bureau is only funding such projects if they contain 20+ units – and the practical minimum for a tax credit financed project is more like 40. Fitting this many units onto 2 non-ground-level floors allowed on a CM1-zoned property (using an anticipated density bonus for affordable housing) would require 50% more site area than on a CM2-zoned property (that allows an additional floor of residential use). Hence providing more lots with CM2 zoning would support the creation of more housing in general – and increase the odds of getting a large enough site to support a 100% affordable housing development (over ground floor commercial/retail).

Thank you for considering this request to support a more balanced density profile along NE 42nd Ave.

Sincerely,

	Lew EVANS	President - Rosas Ice Cream
	Ben Meyer	Owner & Manager - 8th St Market
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Signature

Name (printed)

Affiliation

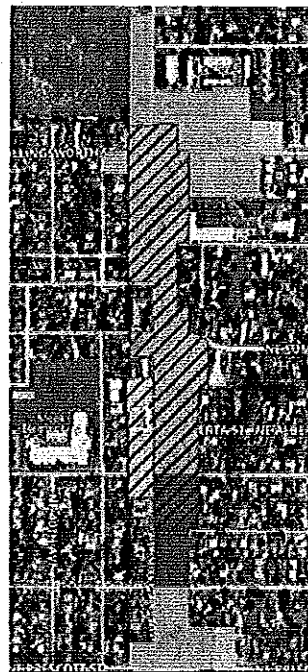
City of Portland Bureau of Planning & Sustainability
1900 SW 4th Ave
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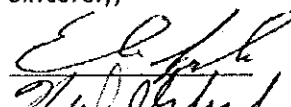
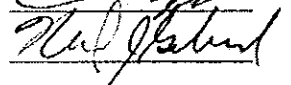


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Thank you for considering this request to support a more balanced density profile along NE 42nd Ave.

Sincerely,

	Eli Spent	Orange Spbt LLC
	Neil J. Gehred	Wilshire Dental
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Signature

Name (printed)

Affiliation

Arevalo, Nora

From: Susan Lindsay <lindsays@pdx.edu>
Sent: Thursday, January 07, 2016 3:45 PM
To: BPS Comprehensive Plan Testimony
Subject: Buckman Community Association Comprehensive Plan Testimony
Attachments: bca_letter_psc_mar_15_signed.doc

Hello Mayor and Council Members,

I am resubmitting the BCA's opposition to rezoning of 15th-19th on SE Morrison and Belmont, as we were told no prior testimony submitted to PSC was forwarded to the Mayor and Council.

Is that true??

I sure hope not as many individuals submitted letters of strong opposition to the upzoning in this, the heart of residential Buckman, area.

Please read the attached and letter and feel free to contact me for any clarification. Please amend the plan, honorable Sirs and Madame.

Thank you,

Susan

Susan Lindsay
 625 SE 17th Avenue
 Portland, OR 97214

----- Forwarded message -----

From: Susan Lindsay <lindsays@pdx.edu>
Date: Fri, Mar 13, 2015 at 11:14 PM
Subject: BCA Comp Plan Testimony
To: Planning & Sustainability Commissioners <psc@portlandoregon.gov>, julie.ocken@portlandoregon.gov, "Stein, Deborah" <Deborah.Stein@portlandoregon.gov>

Please see attached.

Susan Lindsay
 Co-Chair, Buckman Community Association

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Susan Lindsay

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Susan Lindsay



BUCKMAN COMMUNITY ASSOCIATION

c/o Southeast Uplift 3534 SE Main Portland, OR 97214 (503) 482-8252

March 12, 2015

Planning and Sustainability Commission
1900 SW 4th Avenue
Portland, OR 97214

Dear Chair Baugh and fellow PSC Commissioners,

At the March 12th monthly meeting of the Buckman Community Association, the BCA Board voted write a letter to urge the Commission to leave in place the existing zoning of four contiguous blocks of **SE Morrison and Belmont from 15th to 19th Avenue** and to reject the proposed change. This was our second recent discussion on this proposal. Both meetings have been well attended with many neighbors expressing their concerns and opposition.

Our reasons for opposing the proposal and for requesting this area be dropped from this large scale "upzoning" effort include:

The proposed creation of four solid blocks of mixed use development will result in rows of full blocks of 4-5+ story high dense apartment buildings loaded with high-rent studio apartments.

Many residential homes and units currently exist here and provide affordable housing options that are diverse in layout and more family-friendly. These would be threatened and likely demolished.

The mixed use (CS) zoning is currently being used to build exclusively large, dense, residential structures with no commercial, little to no set-backs, no amenities, and with expensive, small studio apartments.

These blocks are within three blocks of 12th Avenue where block after block of ExD zoning currently exists, and where the large former section of residential Buckman was already demolished decades ago to make room for business and high-density growth.

Residential Buckman has historically endured periods where large chunks of the historic homes have been demolished. This proposal continues that trend to further destroy this neighborhood historic character and resources.

Although the Association was not informed directly of this proposal, when we discovered it, planning staff originally presented this rezoning proposal as a "non-conforming" use issue. Yet In fact within these 4 solid blocks are dozens of housing units properly zoned and conversely the rezoning itself would create dozens of non-conforming structures.

This section of SE Belmont and Morrison is almost exclusively residential and an important and essential bridge between the area around Buckman School and our children's park at Colonel Summers. Creating a four block tower of five story apartment blocks creates a wall and barrier, damages the livability of the residences that line the opposite sides of Belmont and Morrison and effectively divides the neighborhood.

In stark contrast to upzoning this stretch of residential Buckman, many residents have instead spoken for years of "decoupling" the Morrison and Belmont couplet and restoring two way traffic on Morrison to slow it down and enhance its residential feature. The proposed changes would conversely intensifies the street immensely.

The existing R1 housing options in this area is *welcomed* in Buckman as opportunities for other than studio rental housing options. Recently two successful R1 developments have been built in Buckman which have created larger housing units suitable for housing families with children, an ongoing and long term goal of the Association. We do not want to lose the R1 along Morrison and Belmont.

Existing robust commercial corridors lie just three blocks west from 12th Avenue to the river and one block east from 20th Avenue to Cesar Chavez. We are not deficient in this category.

There are many more reasons why we believe the zoning should remain the as it is which we welcome to present directly to the Commissioners at any time.

14th and SE Stark:

In addition to the rejection of the proposed zoning changes from SE 15th-19th, the Association also unanimously voted to reject the proposed rezoning of two properties on SE Stark at 14th to CS from R1.

These reasons include:

Again, the R1 underlying zoning is acceptable and welcomed on this street as it is on SE Morrison and Belmont. In this case, it helps to maintain these low relief but popular incubator commercial spaces.

This area has already been completely "over-activated" recently with the sweeping switch without any conditional use process of 65,000 sq. ft. Washington High School from residential to 100% private commercial space. In addition to the numerous offices and business tenants, it now also has an 1100 person venue scheduled to be open 7 nights per week all within a residential neighborhood with a extremely limited parking

The area does not need further "activation".

Concern for the loss of sunlight for neighbors behind the properties which with CS zoning could now be built up 4-5 stories.

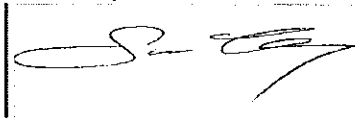
Finally, while the Board did not have time to weigh in on the rezoning of a large swath of Buckman between SE 17th and 19th from R-5 to R2.5, we have heard from neighbors quite concerned about this move.

The R5 designation was hard fought in the years of massive demolitions and open turn of the century house burnings allowed in the area for the development of track apartments in the 1960's and 70's. Maintaining options for families, for home ownership in a neighborhood with over 80% rentals is critical to supporting the schools, the parks and stabilizing the community. While much of residential Buckman is already zoned R2.5, R1 or contains apartments built in the CS zones, the interior areas away from the main streets have been kept at R5 to help maintain and protect the housing stock. Yet, by some intense focus and scrutiny, this area is now all blocked out to be upzoned. We ask for a relook at Planning staff's move to rezone this area, for further understanding of the historical and cultural reasons for the needed R5 in the is area, and for it to be left as it is for now.

The Comprehensive Plan is a work to make our city a better place for the future. We at the BCA share that desire to work to preserve what is good and change what should change. In these aforementioned places, and with a great deal of community support and concern, we strongly request these proposals be removed.

Thank you for all the work you do, and for listening to those, who like you, care so much about this city.

Sincerely Yours,

A handwritten signature in black ink, appearing to read 'Susan Lindsay', written over a horizontal line.

Susan Lindsay
Co-Chair, Buckman Community Association

Jeff Cole
 4343 SE Madison St.
 Portland, OR 97215
 Tel: 503.927.7748
 Thursday, January 7th, 2016

Attn: Comprehensive Plan Testimony
 Council Clerk (cputestimony@portlandoregon.gov)
 1221 SW 4th Ave, Room 130
 Portland, OR 97204

CC: Marty Stockton, Southeast District Liaison, BPS
 Barry Manning, Project Manager, Mixed Use Zones Project, BPS

Mayor Charlie Hales, Commissioners Nick Fish, Amanda Fritz, Steve Novick, Dan Saltzman:

Perhaps the phrase "sense of place" has had its day. I've lived in Portland for twenty years strong and the notion still resonates with me. I fell in love with *this* place - still love it so - and now, like many of my fellow citizens, I am feeling a bit displaced without it actually being so. Once I worried mostly about the world outside Portland (the "bubble") - today I have growing concerns about our city and its sense of self.

Not so long ago cities across America struggled to reverse a decades long decline - of flight from the often overly perceived grimness and dangers of the "big city."

After moving here in 1996 visiting family and friends always admired that Portland had the plusses of a city without the usual negatives.

Now we are in times of boom, and whether it be a Montana oil patch, or Portland, there are risks to this kind of supercharged development. In this haste, we must take care to grow carefully and continue to nurture a city with the plusses. That means density not as an end in itself but as a means to better parks, expanded museums and cultural facilities; real upsides in exchange for a little less individual elbow room. Lacking these upsides, we risk passing a tipping point where flight from our city at some point might happen again. And if we fail to nurture and protect our fabric of locally owned businesses, we risk morphing into vertical suburbs.

Too, there is the need to nurture continuity. Will a future episode of Portlandia feature a couple of newbies who can't discern one neighborhood from the next because we've reinvented them all in the same mold?

My testimony is divided into five main sections:

- 1) **Commercial Viability in Neighborhood Districts**
- 2) **Sunnyside** (and close in Southeast Portland Neighborhoods)
- 3) **Affordable Housing - A Path Forward**
- 4) **The Geese That Lays Golden Eggs: Preserving Historic Corridors**
- 5) **A Gateway to the Future** (Keeping Portland the City of Light)

Commercial Viability in Neighborhood Districts

policies 6.61, 6.62, 6.63, 6.65, 6.68,

Portland is well respected for its thriving entrepreneurial community with one of the highest rates of women owned businesses. Close in Neighborhood Business Districts have provided the physical infrastructure for many enterprises. The historical richness and human scale of streets like SE Division, Hawthorne, Belmont, NW 21st & 23rd, N Mississippi and Alberta create unique physical settings for retail and dining experiences.

These historic streetcar era corridors are Geese that Lay Golden Eggs.

As competition from online retail continues to be refined, streets with irreplaceable experiential qualities become assets ever more precious. Indeed, not only do our Neighborhood Business Districts draw in customers from the greater Portland area, their distinctive character makes them prime destinations for tourists.

I have serious concerns that the rapid spread of the Mixed Use Building typology is taking place with an overemphasis on providing higher density housing at the expense of creating optimum Neighborhood Business Districts. Increased density through transit oriented development in historic corridors must not override a balanced approach to planning the future.

The backbone of traditional neighborhood business districts is the classic commercial storefront assembled in highly knit blocks. In it's purest form we see a one story warehouse space with massive street front glazing. Among its many positive qualities:

- provides exceptional pedestrian oriented interaction and ground floor activation
- economical to construct & maintain
- extremely flexible, adaptable, and reusable
 - deep clear span spaces (or with limited columns) provide optimal and generous floor space required for a wide range commercial uses
 - larger spaces are easily configureable into smaller ones or vice versa
 - spaces continue to be usable decades after construction; highly sustainable
- the low story configuration creates a pleasant open air pedestrian experience that is attractive. Imagine seeing the sky while dining at Bread and Ink. Today it's reality.

Variants of this prototype typically offer one or two stories of apartments above commercial space. Because these older buildings had minimal egress requirements, and modest residential density without parking, ground floor space remained generous.

The Challenge of Mixed Use in Tight Corridors

Although mixed use buildings now being built in Portland are often hailed as the natural successors to traditional storefront commercial, this typology becomes strained when sited in narrow corridors with 100 foot deep lots typical of close-in Southeast.

When residential units are introduced over commercial space there are a number of competing requirements that must be met separately from ground floor commercial, including:

- entry, egress and elevator access
- mechanicals
- trash/recycling access
- parking for a portion of the residents

Quick study #1: 3150 Division; 4 story Mixed Use Building

4 STORIES /2.6 FAR

20,000 SQFT LOT

52,380 SQFT BLDG.

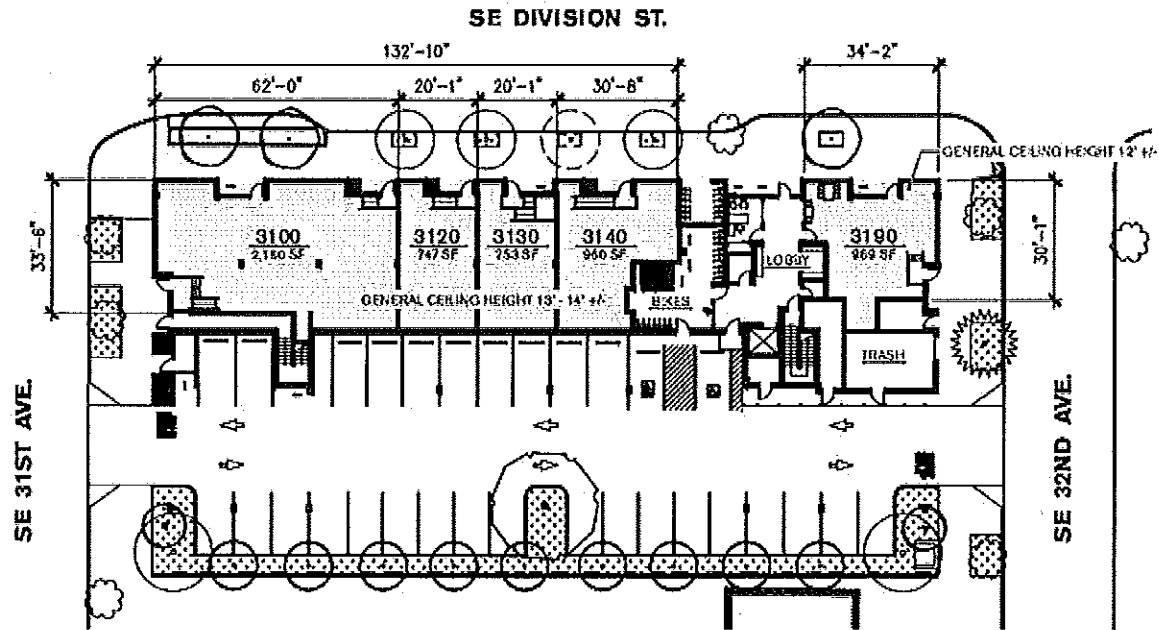
5,5589 SQFT RETAIL

55 APARTMENTS

Although this building features nearly continuous ground floor commercial with generous glazing, the interior spaces are surprisingly limited. Initial storefront widths range from 20' to 62' and appear reconfigurable. The problem lies with limited depths that barely exceed 30 feet. For merchants there is little useable storage space nor enough room for customers to lose themselves in "browse mode." Tenants include small boutiques or a yoga studio that only needs minimal space for props and has obscured storefront glazing. A corner unit hosts a coffee house, yet none of the spaces appear adequate for a full service restaurant. *In short, these are commercial spaces with limited use.*

At one time the commercial space would have been king; now builders seek to maximize profits through residential floor space. Even at that, 3150 SE Division represents a relatively generous apportionment of commercial area. Projects like Burnside 26 or Hawthorne 26 offer little commercial floor space relative to residential.

A classic fifty foot wide 1-story commercial storefront, with a 15-foot rear wall height on a 100 ft. deep lot creates nearly the same amount of commercial space as 3150 SE Division over a 200 ft. lot width. As evidenced by multiple merchants on Hawthorne Blvd. these types of generous spaces result in numerous successful and more importantly, local enterprises.

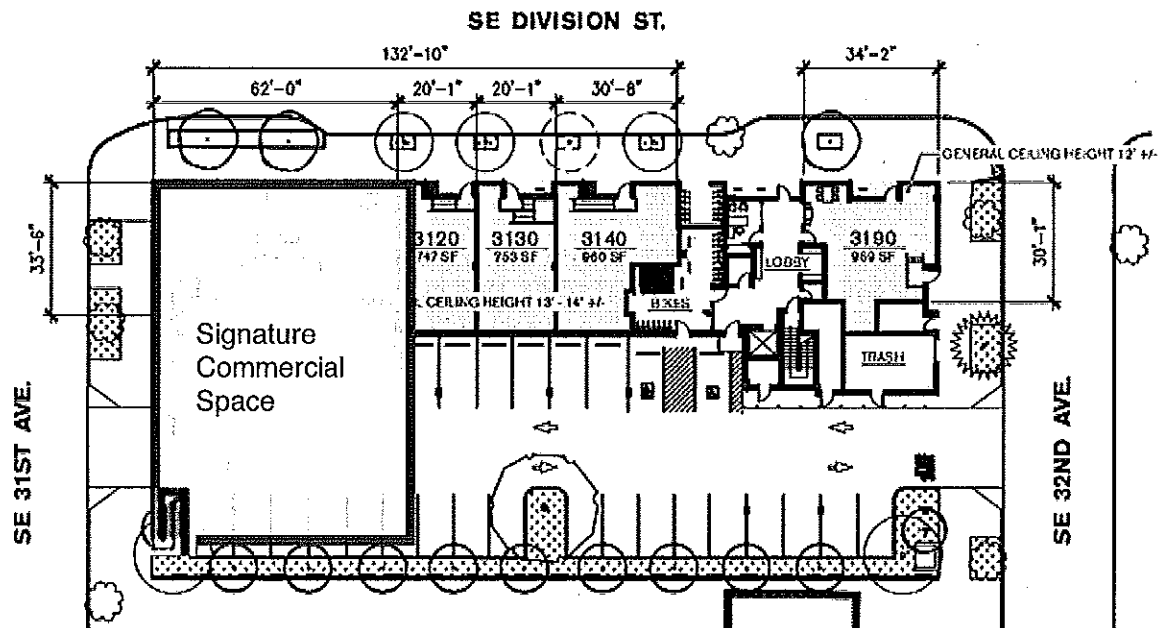


3150 SE Division (above) : The problem is programmatic. Too much residential density is accommodated at the expense of creating good commercial space.

Solution (below): Limit residential to 2-stories above commercial. Lower density requires less parking. Lower overall building height permits more sunlight into public corridor. Insert expanded commercial space on one end of building and eliminate duplicate driveway.

Resulting project now features truly versatile signature ground floor commercial space still divisible with access from either SE Division or SE 31st. In addition, at least two curbside parking spaces are preserved along 31st.

If every new mixed use building followed this recipe commercial districts would be stronger and additional floor space would help moderate commercial rents. New residents would be accommodated in existing neighborhoods yet with far less stressful impact.



**Quick study #2: 3490 SE Hawthorne; 2-4 story Mixed Use Project (2003)
(25,000 sq ft. lot) - "Dosha" Building**

This building balances increased residential density (17 condominiums @ 1000 Sq. ft)) and good ground floor commercial that features:

- nearly continuous street front glazing
- spacious, rectangular commercial spaces
- one traditional warehouse style commercial space extending lot depth
- 100% parking for residential units
- imposes a modest overall building height (about 38' feet) with a step down to the east to match existing fabric.
- lot does includes portions 150 ft. deep

Three of five original commercial tenants still operate; two expanded into vacated slots. Residential units are large by current standards and facilitate sharing. Household size may be larger than found in new studio units.

To ensure a successful Comprehensive Plan 2035, mixed use along historic corridors should:

- offer larger traditional ground floor commercial spaces in rectangular clear span configurations
- more moderate residential densities to soften point impacts on neighbors
- include .5 parking spaces per unit
- avoid the loss of curbside parking
- impose a general three story height limit, and a 2.5:1 FAR limit.

Further, we need to study the impact of losing larger single story ground floor commercial spaces on neighborhood business districts.

While some developers claim there is weak demand for new commercial in their mixed used buildings, this may be because constricted layouts combined with high lease rates are ill-suited to local start-up businesses.

Why is this important?

In terms of Policies 6.61 & 6.63 larger contiguous commercial spaces are critical to accommodating a complete spectrum of neighborhood services. Consider these examples on *Hawthorne Blvd* :
(figures include back storage, etc)

- Powells Books (10,000+ sq. ft)
- One with Heart/Full Spectrum fitness (10,000. ft.)
- Portland Pet Supply (5,000 sq ft.)
- Red Light Clothing (7,500+ sq ft.)
- Four Full Service Banks (3,000-5,000 sq. ft)
- Muse Art Supply (2,500+ sq. ft)
- Gold Door Retail (5,000+ sq. ft)
- Jicavas Bakery (8,000+ sq ft. including bakery and storefront)
- Goodwill Boutique (4000+ sq. ft)
- Dosha (6000 sq. ft +, two levels)
- American Apparel (5,000 sq. ft +)
- numerous stores 2500+ sq. ft

Existing businesses that have expanded on Hawthorne Blvd. in the past few years:

- Apizzascholls
- Fybreworks
- Portland Pet Supply
- American Apparel
- Muse Art and Supply
- Imelda Shoes (opened brother shop next door)

Sunnyside (and close in Southeast Portland Neighborhoods)

According to the 2015 Growth Scenarios Report Sunnyside is a "complete" 20 minute neighborhood where essential services and transit are readily available. For example, residents in Sunnyside have walkable access to three grocery stores (policy 4.79)

Although Sunnyside has many single family homes, multiplexes and apartments scattered throughout create a neighborhood surprisingly dense. At 19 residents per acre Sunnyside is only slightly less so than the Pearl (24/acre). Major factors for this are:

- 5% of the Pearl is zoned OS compared to one half block in Sunnyside - our only park is shared with the elementary school.
- the Pearl's grid of 200 ft blocks means a good deal of land is devoted to public right of ways. Sunnyside's grid is irregular; often with long uninterrupted blocks. Many Sunnyside streets are very narrow- becoming one lane when cars park on both sides of the street. Planting strips are narrow too.
- Avg. household size in the Pearl is only 65% of a typical Sunnyside household of 2.3.
- The Pearl has numerous pedestrian right of ways between buildings; rare in Sunnyside

In short, while the Pearl has a robust street grid system and generous open space, the layout of structures in Sunnyside is considerably more compressed.

Sunnyside has virtually no vacant land. Beyond a couple of notable parking lots, there is little potential for new development that does not involve demolition.

Policy 9.13: Given there are few public spaces (parks, plazas) in Sunnyside our corridors are extremely important as de facto shared amenities. As opposed to Europe where density is balanced by generous common plazas, Hawthorne Blvd and Belmont St. are our common plazas. The low rise yet tightly knit storefronts of the commercial portions of these streets are pleasing to pedestrians. We like sitting in restaurants, looking out the window, and being able to see the sky.

Park Deficient - today.

The Parks Vision 2020 plans calls for a park walking distance from every household (one half mile). The qualifying park for a large portion of Sunnyside is a half block plot shared with the elementary school. **The eastern half of Sunnyside is officially deemed park deficient.**

New residents moving into new and often small apartments have an even greater need for park access. In some cases Laurelhurst Park is accessible. However, Parks Vision 2020 Southeast review materials note that both Laurelhurst Park and Mt. Tabor Park have "fragile resources - horticultural and natural - that can be damaged through excessive and inappropriate use."

Parking in Sunnyside

As noted elsewhere, many Sunnyside streets are narrow, and they connect in irregular ways often at extended intervals.

The impact of introducing multiple big box apartments without onsite parking cannot be overestimated. Even with a permit system, there will be great stress on the blocks adjacent to the corridors, as an ever increasing amount of traffic will attempt to navigate what are essentially one lane roads when curbside parking is fully utilized on both sides of the street.

The trend away from personal car ownership should not be overestimated. The year 2015 has resulted in record new vehicle sales in the United States. A younger demographic living in apartments may bike or ride the bus to work, yet still wants a car to recreate in Oregon's outdoors. Overflowing trailhead parking lots in the Columbia River Gorge is proof of that.

All new mixed use/apartment buildings need to provide at least .5 parking spaces per unit onsite. Anything less represents a taking from the current infrastructure and poses a hardship for Portland's small commercial businesses as well as residents.

Affordable Housing - A Path Forward (leveraging policy 5.16)

Numerous Goals and Policies within Section 5 relate to fair and equitable access to housing.

Policy 5.16 specifically calls for support of community land Trusts (CLTs) to hold land in reserve for affordable housing.

This one policy represents the best and most realistic path forward in creating a permanent and affordable housing stock in Portland because *it relies the least on an ever growing pool of rental apartments controlled by out of state Real Estate Investment Trusts.*

However, the resources needed to create a meaningful pool of housing require actions, including:

- support policies and laws which encourage the building of condominiums instead of apartments where a portion of units could be included in CLTs.
- overturning Oregon's ban on real estate transfer taxes. Propose a model where all funds in such a tax would go directly to CLTs, which in turn would benefit the real estate industry.

I do not support proposals to offer bonus densities/heights in exchange for a meagre share of affordable housing units. The size and massing of new construction should be set to what is compatible for a neighborhood in the long run, and not overridden in singular response to density objectives.

The Goose That Lays Golden Eggs: Preserving Historic Corridors

policies 4.45, 4.46, 4.49, 4.52, 4.53

On a future collision course are two stated policies:

- the intention to introduce more residential density to historic streetcar corridors
- the intention to preserve historic resources, especially seminal commercial storefront architecture that is a draw for customers from the region and further

For close-in Division-Hawthorne-Belmont I urge the following:

- downzone to three stories or a 38ft height limit with a maximum 2.5:1 FAR
- create a complete inventory of vintage commercial storefront or residential buildings designated as high priority for preservation
- issue properties on the preservation list two stories building credits transferable to properties with no preservation status when properties are seismically upgraded
- create tax abatements for property owners that retrofit seismically deficient historic buildings

Greater recognition of the economic value of these streetcar era corridors is essential in preserving not only irreplaceable urban fabric – it is also vital to preserving Portland's vanguard in planning prowess as a city that renews, revitalizes, and moves forward at the same time.

Should Portland fail to protect these historical and economically essential assets needless to say the damage will be irreversible.

A Gateway to the Future (Keeping Portland the City of Light)

policies 3.28-3.31

Portland's best success in positioning new residential and attendant commercial growth has been in larger scale redevelopment areas where there is less potential for conflict between past and present uses. The Pearl, South Waterfront, and the upcoming Zidell Yards are all examples of converting areas from one use to another while planning for higher densities that work.

As noted the Pearl District included 5% Open Space to create a livable district.

South Waterfront has less open space yet has direct access to the Willamette.

Hopefully the Zidell Yards will feature abundant open space *and* river access.

By contrast, Injecting new higher densities into already working and vibrant close-in neighborhoods has resulted in numerous woes and has created ill feelings on many fronts. As the Growth Scenarios Report notes, the majority of these areas are "complete" and have already achieved goals for 20 min. neighborhoods.

Portland should back off its push into existing neighborhoods and re-embrace what has worked before : skillful redevelopment of districts with large unused and available capacity.

The Gateway Regional Center, with its zoned capacity of over 75,000 residents is the natural candidate.

I propose a "Greater Gateway" bounded roughly by Mall 205, 82nd Street, and Rocky Butte.

Gateway has the bones to become a vibrant and economically diverse civic center for East Portland and serve as a catalyst for economic growth near PDX airport.

An Expanded Gateway District already has:

- A transit center linked by three MAX lines.
- Easy access to PDX airport
- A developable and expansive reserve of parkland between I205/I84, with a potential to link up to Powell Butte
- Freeway access
- Easy access to Downtown, Mt. Hood, and the Gorge
- large developable lots on NE 82nd

What Gateway lacks the Pearl once lacked. What Gateway lacks is what the Zidell Yards lacks now.

To the extent it can, Portland should endeavor to funnel and consolidate the considerable pressures of current growth into creating a new Gateway district and not to where it poses potential risks to the well being of existing neighborhoods.

An Expanded Gateway District could well become the first of a "String of Jewels" linking nodes all along the Avenue of the Roses.

Best of all, aggressive new development or redevelopment will not disrupt or create the anxiety that "overfill" engenders in complete close-in neighborhoods. In fact, just the opposite will happen. Like the early days of The Pearl district each new building will be welcome as another piece inserted into the Gateway puzzle.

Thank you for your consideration of my testimony.

Jeff Cole

Spoken testimony: January 7, 2015

Portland's planning efforts boasts a parade of home runs.

We infilled a sea of Downtown parking lots.

We built the Pearl and transformed old warehouses and railroad yards into magical blocks.

The gleaming towers of South Waterfront come with new riverside access.

At the plate, the Zidell Yards embraces our stunning Tillikum Bridge.

An impressive string... yet lately our city's planning is starting to strike out.

Big Box Apartments in century old neighborhoods are tearing our city's fabric apart. This need not be.

The Growth Scenarios Report informs us Comp Plan 35 has an excess zoned capacity of 144,000 household units or 300,000 people:

Yet Comp Plan 35 proposes to inject **over 77% of new development** into **already complete** 20 minute districts... that's nearly 100,000 units of big box apartments in neighborhoods like Sunnyside, Richmond, Woodstock, Multnomah Village, and so on.

Yet untouched sits Gateway. Already an Urban Renewal Area. Already transit rich with the convergence of three MAX lines and direct access to interstate freeways.

Gateway alone has a zoned capacity of 33,000 household units - over 75,000 people

An expanded Gateway could house many more. We can funnel growth to where it does more good than harm.

Let's put Gateway on deck and the team behind Gateway.

Yesterday the Pearl was railroad tracks, tomorrow let's make Gateway the civic and urban center for underserved East Portland. Let's build housing options serving a wide range of incomes and actually meet our targets.

Gateway can be our next home run. Combined with future growth along the Interstate corridor Downtown, the Pearl, Broadway Postal Acreage, South Waterfront, Zidell Yards, and Lloyd Center we can house our future citizens while protecting our already complete century old neighborhoods.

Arevalo, Nora

From: Cathy Galbraith <cathyg@visitahc.org>
Sent: Thursday, January 07, 2016 3:42 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Commissioner Novick
Subject: Portland's Draft Comprehensive Plan Testimony
Attachments: Cathy letter 2015 Comp Plan Testimony.docx
Importance: High

Dear Mayor Hales and City Commissioners –

Attached are my comments on the draft Comprehensive Plan, given the final public meeting this evening. My husband is very ill and I need to be home with him.

I trust that you will take seriously the depth of my concerns for the traditional neighborhoods and historic districts and areas of our beautiful city; they are the reason that Portland has such enormous personal and physical appeal. Portland's architectural character matches it's physical setting - - buildings were constructed and neighborhoods were developed over time to be compatible with their settings. It has left us with a revered and respected city, to be conserved or damaged - - and the Comprehensive Plan will largely determine the outcomes.

Many of us have invested decades in our homes, neighborhoods, and our organizations. We hope that you will be mindful of the seriousness and sincerity of our concerns, especially in light of the Epidemic of Demolitions that is ravaging our city and its vintage neighborhoods.

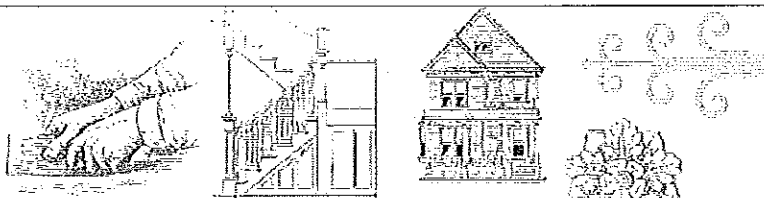
Many Thanks –
 Cathy Galbraith

Cathy Galbraith, Executive Director
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 Portland Preservation Blog
<http://portlandpreservation.wordpress.com/>



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January 7, 2016

Dear Mayor Hales and City Commissioners:

I deeply regret that family medical issues prevent me from attending this evening's last public meeting on the critically important update of Portland's Comprehensive Plan. Over the past 18 months, I have participated in many comprehensive plan meetings, including those for the North/Northeast, West/Northwest, and Skidmore/Old Town/Chinatown quadrants, and commented on drafts for other neighborhoods. Given my advanced degree (MUP) and earlier career as an urban planner, I have a lasting interest in planning issues that has continued through my focus on historic preservation.

It is exceptionally difficult for me to resolve the City of Portland's very strong interest in city planning, that is coupled with a lack of any similar commitment to historic preservation. State Land Use Planning Goal #5 requires that all cities and counties address the preservation of their particular historic resources, and Portland's status as an Oregon "Certified Local Government" continues to provide grant funding for its preservation activities.

Your actions and decisions on the Comprehensive Plan will have lasting impacts for decades to come. You will determine the future of not only development activities, but also what you choose to carry forward of Portland's character-defining earlier development in all of our neighborhoods and downtown -- the beloved building heritage that largely defines our city and makes it the special place that it has become. It is obvious from the "Epidemic of Demolitions" that Portland's building heritage is under siege.

Considerable damage has already been done to the city's traditional neighborhoods since the start of the "Epidemic of Demolitions" and is continuing at great speed. If the Comprehensive Plan does not provide realistic land-use designations now, it is certain that the neighborhoods we know and love will continue to erode and ultimately be erased.

I have particular concerns about specific historic areas of our city: The Eliot neighborhood in particular, and it's Conservation District have already borne an unprecedented level of demolitions and displacements for grossly oversized and incompatible development, in complete disregard of its building heritage and its significant African American heritage in particular. The proposed zoning and comp plan designations will

destroy what remains of its cultural significance, especially given the tragic losses of buildings and community that have ALREADY taken place - - thanks to the earlier construction of I-5, Memorial Coliseum, Fremont Bridge, and urban renewal initiatives undertaken by the city. The well-intentioned Albina Community Plan only added to the damage, as Council members during that time have already acknowledged. How many times will promises that have been made to the community continue to be ignored?

I welcome your new focus on acknowledging the damages of displacement and loss of affordable housing so there's NO better time to address these specific concerns, and there is no better reminder than what's already happened to Eliot. **The Eliot Neighborhood's request for downzoning should be approved.**

The oldest portion of the **Buckman neighborhood** is proposed for upzoning, despite the National Park Service's Determination of Eligibility for listing in the National Register of Historic Places. Current zoning should be retained in the area south of Stark, between SE 17th and SE 20th rather than "upzoned" to R2.5 as proposed by the Planning Commission.

Three existing historic districts – **Alphabet, Irvington, and Kings Hill** - should also be downzoned from high-density residential. In particular, the high FAR allowance in the RH zones does not support the heritage conservation goals of these adopted Historic District. Eastmoreland is also working on an effort to establish as an historic district and I support the neighborhood's request for R-7 zoning.

While I share the "climate change" concerns of Commissioner Novick, continued high-density zoning and upzoning in Buckman, Eliot, Skidmore/Old Town/Chinatown, and other traditional neighborhoods is hardly any "solution" to the broader climate change culprits, such as industrial pollution. It feels more like a convenient excuse to justify upzoning and the resulting destruction of hundreds of buildings already constructed and for which resources have already been expended. Time and again, it has already been proven that **the greenest building is one that has already been built**. Portland's new Comprehensive Plan needs far more appropriate, and more fine-grained criteria (or perhaps alternative approaches to zoning) for the historic districts and areas about which I and many people that have invested in their properties in Portland's neighborhoods are concerned.

Yours truly,



Cathy Galbraith
Executive Director



The Voice of Oregon Banking • Since 1905

January 6, 2016

Portland City Council
Attn: Council Clerk
1221 SW Fourth Ave., Room 130
Portland, Oregon 97204

RE: 2035 Comprehensive Plan and Drive-Through Facilities

Dear Mayor Hales and Members of the Portland City Council:

On behalf of the Oregon Bankers Association (OBA) and the Independent Community Banks of Oregon (ICBO) and our membership of Oregon's state and national banks, we appreciate the opportunity to provide written testimony on the above-referenced proposal concerning updates to the City of Portland Comprehensive Plan and the issue of auto-oriented uses, including drive-through facilities. By way of background, the OBA is the full-service trade association for the banking industry in the State of Oregon. The ICBO serves the independent banks headquartered in the State of Oregon. OBA and ICBO work collaboratively and represent the voice of the Oregon banking community before federal, state, and local governmental entities.

Discussion

We would strongly encourage the City to adopt a comprehensive retail policy that gives better direction for commercial zoning and allows auto-oriented uses and developments, including drive-through facilities. OBA, like many of its business community partners, is concerned that changes to the Comprehensive Plan and zoning requirements could lead to the prohibition of drive-through facilities or their redevelopment, except in rare and limited circumstances, in the City of Portland.

Drive-through facilities are a necessary component of retail developments of all kinds, including banks. Reasons for drive-through facilities in the banking industry include, among other things:

- Customer ease and convenience;
- Access opportunities for the elderly and disabled;

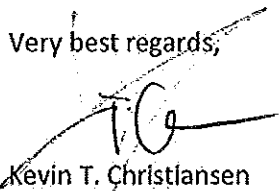
- Physical Safety and Security (especially during non-peak business hours);
- Customer demand for drive-through access; and
- Lack of parking alternatives.

These same justifications apply to other industries who utilize drive-through facilities including pharmacies, grocery stores, dry cleaners, coffee shops, restaurants, and others. Banking customers want drive-through facilities and we strongly encourage that City to preserve this option in adopting its Comprehensive Plan and the applicable zoning allowances.

Conclusion

We appreciate the opportunity to provide written testimony with respect to the 2035 Comprehensive Plan. If you have additional questions, please feel free to contact us. Thank you.

Very best regards,



Kevin T. Christiansen
Government Affairs Director
Oregon Bankers Association &
Independent Community Banks of Oregon

Eastmoreland Neighborhood Association

December 7, 2015

Mayor Hales and Commissioners Fish, Fritz, Novick, and Saltzman
City Hall
1221 SW 4th Ave
Portland, Oregon 97204

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

Thank you for the opportunity to comment on the proposed comprehensive plan. I am sorry that the first speaker in the testimony on the new comprehensive plan would have had the job of bringing negative news to your attention. Believe me, this was not a job I expected or wanted. However, the process to date has violated the citizen involvement requirements of Policy and Objective 9.3 of the Comprehensive Plan, which remains in effect.

The special target of this violation has been the Eastmoreland Neighborhood Association (ENA). On the specific topic of neighborhood-wide zoning, ENA has contributed far more detailed, factual evidence and information into the record, and produced more thoughtful comments by more neighbors, than any other neighborhood. Nonetheless, as detailed below, both the process and the outcome up to this point have favored other neighborhoods making similar requests (or even not having made a request at all), while Eastmoreland has been subjected to malign neglect at the best of times and misrepresentation and punishment for the rest. We are not unique victims of the current process. I have attached the Portland Neighborhood Coalition Directors and Chairs Group's comments on community engagement in the current Comprehensive Plan process.¹

As a young intern at Legislative Research in the early 1970s, I worked on Senate Bill 100. I can remember writing a report at the time recommending its many excellent features. One important facet of Senate Bill 100 – now our comprehensive planning law – is the focus on public involvement.

Although I was not active in the 1980 plan, it represented a high point in public involvement

¹ Portland Neighborhood Coalition Directors and Chairs Group's Comments Regarding Community Engagement, Neighborhood Coalition Leaders and Staff, December 10, 2015.

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with the mayor and senior planners visiting the neighborhoods and responding -- directly -- to issues raised in the plan; unlike the current process, a point by point record exists on issues as far down the ladder of importance.

This has not been the case in the proposed plan. As a replacement for public involvement, we have seen a great deal of public "process." However, public involvement is a two way street. Public involvement does not involve either ignoring or disparaging valid planning efforts by neighborhoods and coalitions. Sadly, this has been the case across the city -- and especially now in Eastmoreland.

Eastmoreland is an older neighborhood with older homes. By design, the majority of lots west of 36th are larger than the current standards for R7. Eastmoreland, for many years, has also included the homes between SE 36th and SE 39th. Different portions have different characters. For example, 65% of the lots north of SE Bybee and east of 36th are larger than R7. South of Berkeley Park that proportion falls to 21%.

Eastmoreland is currently zoned R7 and R5.² Changes in the city zoning rules have changed the vast majority of the area to R2.5 in practice, since the original marketing divisions (aka "lot lines") have been redefined as buildable lots and our many corners in this neighborhood have also been in effect rezoned. This recent change was undertaken without adequate notice or adequate public debate. It has created a situation where Eastmoreland's homes are being picked off one by one, demolished and replaced by larger homes on significantly smaller lots. And this is just the start.

It should be understood that this is not "affordable housing". In fact, it is the exact opposite as many affordable older homes are disappearing in favor of million dollar McMansions with minimal yards and minimal trees. This is not hyperbole. It is a fact of life in our neighborhood. Anyone who claims that current practices in Eastmoreland are producing affordable housing is either disingenuous or dreaming.

Two years ago, I submitted a letter asking for the area to be downzoned to R7. This would

² One two lot corner is zoned R2.5.



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bring the minimum lot size back into balance with the existing use.³ The letter was accepted and placed in the comprehensive plan process.

The staff review indicated support of a portion of the proposal.⁴ We subsequently researched and developed a full blown analysis to justify all aspects of our request.

The testimony and studies to support this were prepared by our land use committee with extensive planning experience and qualifications. The proposal had been developed through public involvement -- true public involvement -- and was supported by the vast majority of the residents of Eastmoreland and adopted by the ENA Board of Directors.

At this point, our experience turned bitterly disappointing. A summary of the neighborhood's comments which thoroughly mischaracterized ENA's proposal was distributed by city staff to the Planning and Sustainability Commission before the closing date for testimony and before they considered our testimony and studies. The explanation, made to you last week, was that there was a scheduling problem. The explanation is facile and fails to address the very real problems that ENA has been discussing with BPS staff for three years. It appears that Eastmoreland has been singled out for punishment. The whys and wherefores are difficult to understand. We have submitted an Oregon Public Records request to the Bureau of Planning and Sustainability in order to discover what happened; we will pursue that request to the full extent of the law. Weeks have now passed, but we have not received a substantive response.

Even more incomprehensible is the derisive treatment the neighborhood received, not only in the staff summary of ENA's issues, but in the nature of the presentation of those issues to the PSC. The great number of comments addressing the change was noted in the planning staff's preemptive report, but the overwhelming support of ENA's proposal was dismissed by staff. Instead, staff engaged in an exercise in false equivalency by giving equal emphasis to the negative comments (some irrelevant) received in opposition to ENA's proposal from 10 percent of the respondents. Proponent comments were also dismissed on the basis that "Eastmoreland residents submitted testimony supporting the proposal on the assumption that it would slow

³ Request for Land Use Zone Change from R5 to R7 for areas within the Eastmoreland Neighborhood Association Boundary, Robert McCullough, December 20, 2013.

⁴ Re: Request for Comprehensive Plan Map and Zoning Map Changes in Eastmoreland, Eric Enstrom, April 28, 2014.



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the rate of neighborhood change,”⁵ Given the expertise of the participants, the professional quality of the materials submitted, and the offhand level disrespect, this comment was viewed as insulting. Not surprisingly, we objected at that time, provided further rebuttal testimony, and posed a number of material questions that we hoped would be presented to the PSC for the purposes of discussion and to address the concerns we raised.

The discussion of Eastmoreland was carried over to a second work session. In that session, staff spent most of the time talking about other, selected parts of the city that they felt should be downzoned for a variety of reasons. At the same time, they isolated Eastmoreland as a special case on the basis that there was supposedly a mix of lot sizes that supposedly disqualified it from being a pure R7. However, there is nothing in the code that talks about pure or mixed communities, but rather about the prevailing lot pattern, density, and lot standards. Staff muddled this information by basing its analysis on lot size by block to highlight certain variations, while failing to address the criteria in the code. Despite the extensive discussion of the criteria and detailed analysis provided by Eastmoreland, staff chose to ignore ENA’s arguments entirely. It failed to present, highlight, or refer to ENA’s testimony. In an apparent state of confusion, staff was unable to answer the questions of impacts or to justify its efforts at segmentation of the neighborhood. Then, staff claimed that the change advocated by ENA would have little impact on the neighborhood and no significant impact on density.⁶ A central theme was that Eastmoreland’s concerns might best be handled in an as yet unannounced process that would be “half done” this fall, whatever--if anything--that means.⁷

The meeting of the Planning and Sustainability Commission was well attended by interested parties from the neighborhood. By the rules of the Commission, we were not allowed to participate, but had been assured that the staff would present our testimony and studies in a positive fashion. This commitment was not honored by any stretch of the imagination.

⁵ Memo to the Planning and Sustainability Commission, Deborah Stein, February 25, 2014, page 19.

⁶ “Eastmoreland and Portsmouth changes have no projected impact on development capacity because there is very little vacant and underutilized land within these two areas.” Memo to the Planning and Sustainability Commission from Deborah Stein, February 25, 2014, page 19.

⁷ PORTLAND PLANNING and SUSTAINABILITY COMMISSION FOR THE COUNTY OF MULTNOMAH, Portland, Oregon Tuesday, May 12, 2015 at 12:30 p.m., RE: COOMPREHENSIVE PLAN UPDATE, page 28.

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I have attached a transcript of the meeting in question. At page 5, you will see that Ms. Stein commenced lobbying against the change in zoning.⁸ A central theme was that while other parts of the city should be rezoned, Eastmoreland should be treated differently. On page 17, Ms. Stein finally concludes: "And with respect to Eastmoreland, we would recommend that you consider these options. One would be to retain the R5 and address the issues through code, or we would recommend that you would look at down designating the area within the existing Eastmoreland plan district from R5 to R7."⁹ The PSC members were either left confused or convinced that there was no basis for the ENA request as summarized in the staff report discussed above.

It was clear from the dialog during the session that no one had read the testimony and studies submitted. When staff were asked about the facts, they were not able to answer. Moreover, they did not even ask for leave to get the answer from the authors of the studies, who were in attendance. The meeting was so chaotic and so disrespectful to the neighborhood that I have included a transcript of the hearing. For example, when asked the impact the zoning change might have, the staff simply answered that they did not know -- even though the materials had been in their possession for weeks and had been discussed extensively with the planning liaison.¹⁰

While the violation of the commitment to present the facts was serious, it was far less serious than the chief planner's decision to take up much of the session lobbying the Planning and Sustainability Commission to reject ENA's proposal. The dialog between the chief planner and the chair appears at pages 24 through 40 of the transcript. While the chair repeatedly asked if there was a way to solve the problem, the chief planner argued that it should not be addressed since it was to be solved in some other process.¹¹

In the end, other neighborhoods, which had not demonstrated or provided the factual or public support evidenced by Eastmoreland, were granted R7 status. In our case, a bizarrely confused dialog ended with the R7 application being rejected and the entire neighborhood proposed to be rezoned R5, presumably *including* even the areas currently zoned R2.5 and R7!

⁸ Ibid., page 5.

⁹ Ibid., page 17.

¹⁰ Ibid., page 37.

¹¹ Ibid., page 24.



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Why was Eastmoreland singled out for special treatment? We do not know. Why was the significant work put into our effort ignored? Again, we do not know. This material has been provided to the PSC and you, our City Council. Rod Merrick, our land use co-chair and a respected architect, has testified to bring your attention to these issues at the City Council hearings on the comprehensive plan. Mr. Merrick's submission goes to the merits, and I pray you will judge it on its merits--not the biases of the planning staff.

As you know, I have a long professional career with extensive participation in and before decision making bodies at the local, state, and federal levels. I was shocked by the miscarriage of due process in this instance, and I have worked extensively in Louisiana and Illinois--states where the democratic practice has been known to have its rough edges.

This letter explains why one community within Portland remains disappointed and angered by the dismissive treatment and perversion of the decision making process before the PSC. Drive down our streets, especially in the southeast quarter, and witness the replacement of modest viable housing with large and far more expensive housing. That is the result of misguided planning decisions. We ask you to reconsider the record testimony, and grant the designation to R7 from R5 for all of our neighborhood.

Yours on behalf of the Eastmoreland Neighborhood Association,



Robert McCullough

President
Eastmoreland Neighborhood Association
6123 SE Reed College Place
Portland, Oregon 97202

Attachments:

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Portland Neighborhood Coalition Directors and Chairs Group
Transcript of May 10, 2015 Planning Commission Meeting



Portland Neighborhood Coalition Directors and Chairs Group

Portland Comp Plan Update

COMMENTS REGARDING COMMUNITY ENGAGEMENT

12/10/15

TO: Portland City Council
 FROM: Neighborhood Coalition Leaders and Staff
 RE: **COMMUNITY ENGAGEMENT IN THE COMP PLAN**

Neighborhood coalition leaders and staff, from all seven of Portland's neighborhood coalitions, want to share with you some important concerns about the community engagement in the update of Portland's Comprehensive Plan (Comp Plan).

Our group held a special three-hour meeting on November 12, 2015 to discuss community concerns about how BPS engaged the community in the update of the Comp Plan.

We recognize that lots of process took place, but we also are hearing strong concerns in the community about the quality of these processes, who was heard, and what impact community member input has had on the development of the recommended draft.

A key message is that both planning staff and community members need more time, and that the process needs to have enough resources and realistic timelines to ensure that the community effectively is involved in shaping the final products.

As leaders and staff for Portland's seven neighborhood coalitions, we want to share with you below what we are hearing and what we believe to be accurate.

SUMMARY OF KEY THEMES

Process did not follow Proposed "Chapter 2—Community Engagement" goals and policies

- We recognize that the recommended "Chapter 2: Community Engagement" language includes goals and policies that set strong expectations for good community engagement. We find it ironic and disturbing that the process used to engage the community in the Comp Plan Update did not follow these recommended goals and policies.

Community input appears to have had little effect

- We found many instances in which community members and neighborhood and community organizations provided extensive and detailed input but did not see that their input had any effect on the final product.

- Neighborhood and community groups and community members often did not receive a formal acknowledgement that their input was received, and often received no feedback on what was done with their input.
- In some cases, more savvy neighborhood and community activists who really understood the system and had good inside relationships were able to move some of their priorities forward. However, community members, in general, appear to have had little effect on the outcomes.

Decision making processes were not transparent

- Rather than a transparent, “additive,” process by which community members could see how different products and documents evolved, community input seemed to go into a BPS “black box” in which decisions were made without any explanation of how community input was or was not used and why. Community members complain that they are not able to “reverse engineer” BPS decisions to understand how these decisions were made.
- Community members want to know: What was the decision making logic? Were decisions just made by senior planners? What criteria did they use and what level of understanding of the prior community input and existing plans did they bring to their decisions?
- Recommendations in this process often appear to have gone forward without support of the groups that had been involved in helping develop the recommendations.

Lack of Community Access to Planning Commission

- Many community members feel that the Planning and Sustainability Commission (PSC) was not accessible to the community during the process. Community input to the PSC was filtered through the staff. Community members do not feel confident that PSC members adequately were aware of and understood community concerns and recommendations.

Disconnect with prior, existing plans and earlier products

- The Comp Plan Recommended Draft proposals and recommendations do not appear to reflect earlier aspirational goal and policy language—e.g. visionPDX, Portland Plan, earlier Comp Plan aspirations, goals for specific zoning, Zoning Code density standards, existing plan districts, etc. For instance, the Comp Plan map and zoning updates and changes being proposed do not seem to correlate with the aspirational language in the Comp Plan goals and policies.
- The Comp Plan Recommended Draft does not appear to incorporate and reflect other existing plans that often were developed with significant community input: e.g. District Plans, Parks Vision 2020, Climate Action Plan, Age-Friendly City Plan, etc.

Community engagement processes were not designed to be appropriate to different audiences

- Community engagement should focus on helping community members understand how a project or proposed policies will affect them and their community and how they can have an effect on the issues that are most relevant to them.
- Many community members and organizations did not have the capacity to get themselves up to the level at which planning staff were working.
- Much of the community outreach and engagement was done in language and formats that many community people could not understand. Outreach and engagement also was not designed to be accessible to many different groups of people in our community and often was not tailored adequately to the needs and context and communication styles of different cultural communities.
- Outreach also was not tailored adequately to different areas of the city. Too many presentations had a general city-wide focus and were not relevant or useful to community members—community members could not see how the issues and processes would affect them and what they could do to affect outcomes that mattered to them.
- Outreach also needed to be staged and tailored to audiences with different levels of interest and expertise. Too much of the information came all at once. Processes needed to make sure that the right people were in the room for the content being presented—e.g. “101” sessions for people who are very new to planning, and more advanced sessions for more experienced people.

Multiple Projects were underway in parallel without being clearly integrated

- Too many different planning projects were underway at the same time. It was not clear to most community members how they all fit together. Even the most savvy and experienced neighborhood and community activists had trouble following and understanding what was happening.
- BPS staff also often were overwhelmed and said they did not understand how all the pieces fit together. This made it difficult for them to help the community engage effectively.
- The Comp Plan is about much more than just land use, including transportation, bikes, parks, etc. This process affects so many different areas important to the community that it was easy for community members to lose track. Many felt that the whole picture was not being looked at.

Projects were not pursued in a logical sequence with adequate time

- Projects at different levels of the planning process were happening all at the same time, rather than a logical progression from the most broad to the most specific. Implementation projects were started before goals and policies were finished, and often shared the same deadlines.

- The process also was marked by a feeling that BPS staff were rushing to get everything done to meet what appeared to be artificial deadlines. This appeared to sacrifice the goals of producing a quality product and ensuring that the community understood and was able to provide meaningful input and have an effect on the outcomes.
- In some cases, staff reports were released to the community with only a week for the community to review and respond. This was completely inadequate given the complexity and importance of many of these products.
- Many community members feel overwhelmed and exhausted trying to follow, understand, and participate in all the different processes that were happening at the same time.
- Both planning staff and community members need more time.

Inadequate Resources

- BPS staff were overwhelmed by the scope and complexity of the processes and products they needed to deliver. While some planning staff tried hard to engage the community, BPS did not have enough people and resources to adequately involve the community in all the different projects.
- BPS staff did not have the resources to acknowledge, consider, and respond adequately and effectively to all the community input. This resulted in many community members and organizations feeling that their input was not heard or considered.

“One-size fits all policies” do not work for many parts of Portland

- The Mixed Use Zoning project proposes a one-size fits all approach at the general level that amplifies the drive toward greater density and other effects that often contradict the goals of existing plan districts and disregard existing plans and public input. The more fine grain levels and impacts of these proposed policies are not clear.
- The “five Portlands” approach does not describe the Portland community members see. We need zoning and planning that reflects the neighborhoods in question.
- No mechanisms exist for neighborhood associations to have a say in design and development in their neighborhoods.
- Neighborhood livability is being sacrificed for regulatory simplicity.

Lack of adequate analysis and modeling—identification of unintended consequences

- BPS generally has not analyzed adequately the different proposed policies to identify their likely, real-world outcomes in the community.
- Analysis has been limited primarily to static studies. Finer grained studies of the likely impacts on local areas have not been done. Analysis tools have not been responsive to the questions that the community is asking.
- BPS also does not track the actual impact of adopted policies on different neighborhoods in Portland.

- Community members already are seeing unintended consequences of this process. It's important to daylight these consequences earlier rather than later. Some additional mechanism is needed to identify and respond to these unintended consequences as the many elements of the Comp Plan are implemented.

