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**Sent:** Tuesday, August 09, 2016 4:51 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** 'Susan Pearce' <sue@suepearce.biz>  
**Subject:** Personal Comments: CC2035 Plan Draft

To Planning and Sustainability Commission:

I have previously sent from my email address letters with comments from the Hosford-Abernethy Neighborhood District (HAND) board regarding the current draft of the CC2035 Plan. The following are my personal comments:

Re: Development, housing affordability and livability:

Scattered within the segment of HAND that overlaps the Central Eastside Industrial District there are homes that have existed since long before the CEID was created. They are among the few relatively affordable homes in the neighborhood. These homes have a conditional or non-conforming use designation in the IG1-zoned district which creates an awkward situation for owners wishing to update or sell their homes because lending institutions are averse to providing loans for them. I would ask that, as a means of protecting that housing some means of addressing the “conditional/non-conforming use curse” be created.

Along with HAND Board members and residents, I support plans for mixed use development in the Clinton Triangle, just south of the Orange-Line MAX Clinton Station, and believe it should be mixed-income within the same buildings rather than segregating “affordable” housing in separate buildings.

Housing within the standard one-quarter mile circle around the Clinton Station, but separated from the Clinton Station by heavy and light-rail tracks should not be subjected to limitations on parking. Proximity does not guarantee accessibility. Lengthy freight trains combined with MAX trains can block crossings for forty-five minutes or longer several times a day. There is no easy detour around the blocked crossings at this time. (see further comments below)

The CC2035 Plan draft includes reference to view sight lines from several places on the west side, looking eastward toward Mt Hood. There is little or no reference to sight-lines from the east side looking westward. As building combined building height and FAR are considered, I ask for consideration of sight lines from the eastside neighborhoods. I fear that one morning I will wake up to the sight of a 200-foot wall blocking the views of the lights of the City of Portland and the West Hills. At very least I ask for requirement of building design that allows for sightlines between buildings, as was planned for South Waterfront.

Regarding Transportation:

Residents and even commercial owners along SE 11<sup>th</sup> and 12<sup>th</sup> Avenues have expressed concerns about traffic speed along those streets, which, while a part of the CEID are in fact more mixed-use than industrial in character. The unimpeded stretch between SE Division Street and Hawthorne Boulevard is too inviting for people in a hurry. Traffic-calming along those streets is critical. Traffic signals at SE Harrison Street as it crosses 11<sup>th</sup> and 12<sup>th</sup> Avenues, and perhaps at Clay Street, as well as reduction of the designated speed limit to 25MPH would work to provide some calming.

SE 11<sup>th</sup> and 12<sup>th</sup> Avenues are, as noted, primarily mixed-use in character and are lined with old established trees. They meet the description of the Green Loop. I support the addition of bike lanes on

those streets. How that would be implemented should be discussed and negotiated with a committee/task force of members of the CEIC, and Buckman and Kerns neighborhoods to the north as well as Brooklyn neighborhood south of Powell Boulevard.

Access into the Clinton Triangle and the CEID from eastbound SE Powell Boulevard should be improved with a left-turn signal somewhere between the Ross Island Bridge and Milwaukie Avenue, and with it improved bike and pedestrian access across Powell Boulevard between the HAND and Brooklyn neighborhoods. However, traffic calming on se 11<sup>th</sup> and 12<sup>th</sup> Avenues would then be absolutely essential.

The replacement of the ped/bike bridge, once located at SE 16<sup>th</sup> Avenue but removed during the construction of the Orange MAX line, is needed as a means of safe crossing over the combined MAX and heavy-rail tracks, which are frequently blocked by freight and light rail trains, as well as a lost icon for the HAND neighborhood. Multiple incidents of unsafe crossings in front of approaching trains as well as through the couplings of slow-moving or idling trains have been documented. This project should be completed in the very near future, rather than the 11-20-year timeline noted in the CC2035 Plan draft.

Although not included in the CC2035 Plan draft, the creation of a grade-separated crossing over the rails for all modes other than rail traffic is the only affective solution to traffic that backs-up for blocks in all directions at SE 8<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup> and Milwaukie Avenues for as long as forty-five minutes several times a day...and likely to increase in length and frequency according to a representative from the Union Pacific Railroad. There is no easy detour out of the blocked traffic and around those intersections.

And finally, in support of the CEID/CEIC: I have observed encroachment of freight movement in and out of the district over the years, beginning as I watched the hopes for a Water Avenue on-ramp to South-bound I-5. The plans that recognize freight priorities at the west end of the Morrison Bridge clover-leaf to south-bound Naito Parkway and the segment of Harbor Drive that leads to I-5 South are an improvement over previous versions of the CC2035 Plan, but removing freight priorities in the intervening segment of Naito Parkway makes no sense, and adds one more stumbling block. The CEID is an and all-important place for family-wage jobs in the Central City; we do not want to see that district choked out of existence.

Thank you for consideration of these points as you move forward.

Kindest regards,  
Susan E Pearce  
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