



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

MEMO

DATE: August 18, 2016
TO: Planning and Sustainability Commission
FROM: Shannon Buono, Senior City Planner; and, John Cole, Senior City Planner
CC: Tom Armstrong, Supervising Planner
SUBJECT: Zoning Map Trail Alignment

At the Planning and Sustainability Commission meeting on August 23, 2016, the Commission will hold a final work session on the Miscellaneous Zoning Project. At the July 26 PSC hearing, the PSC directed staff to review the public testimony regarding the proposed Major Public Trails zoning map alignment and provide recommendations on requested amendments. The amendment requests came from the 40-Mile Loop trail organization and several property owners. What follows is an explanation of the purpose of this update of the zoning map trail alignment, and a generalized explanation of staff's responses to the 40-Mile Loop organizations amendment requests. Specific staff recommendations for each amendment request, both property owner and 40-Mile Loop requests, can be found in the attached spreadsheets.

Purpose of Update:

The existing zoning map trail alignment has been in place since 1981. The trail alignment is implemented through the trail standards in 33.272, Public Recreational Trail. When development occurs on a site with the zoning map trail designation on it, an easement, and in some cases trail construction, is required. The zoning map trail alignment has not been updated for several years. Over time, additional trail planning and feasibility work has been done and trail easements have been acquired. In some cases, this additional work has result in a mismatch between the trail alignments on the zoning map and the actual or desired location of the trail.

For example, portions of the Springwater Corridor are currently designated on properties adjacent to Johnson Creek, but the trail has been built in the abandoned rail corridor. And, in many places the Columbia Slough trail is designated in the slough itself because at the time it was not clear on which side the trail would ultimately be located.



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

Printed on 100% post-consumer waste recycled paper.

To address these issues, BPS staff worked with staff from Portland Parks and Recreation and the Portland Bureau of Transportation to add missing and newly adopted regional trail alignments, remove outdated alignments, align the trail designation with a preferred trail alignment or a built trail, and to add significant connections in Southwest Portland. No new trail planning or feasibility work was done for this update. The proposed alignments reflect other, more recent, trail planning efforts.

Staff Generalized Response to 40-Mile Loop Testimony:

Staff reviewed and discussed materials submitted by the 40-Mile Loop organization. The organization's requests fall in two categories: 1. They oppose the removal of some existing designations; and 2. They request the addition of new alignments. Staff agrees with 25 of their requests, and our response to each request can be found in the attached spreadsheet.

Staff **generally agreed** with requests to keep an existing zoning map trail alignment or to add a new alignment when the requested alignment is on land in public ownership or in a public right-of-way AND the alignment corresponds to a segment of a Metro Regional Trail, or a City of Portland planned or built trail (in other words, when a public trail planning effort identified the particular alignment). For example, staff generally agrees with requests to add or not delete trail alignments in Marquam and Forest parks, on the St. Johns, Hawthorne and Tilikum Crossing bridges, and in various public rights-of-way.

Staff **generally did not agree** with requests to keep an existing alignment where more recent trail planning or trail building efforts have identified a preferred alignment. For example, staff with Portland Parks and Recreation has done extensive feasibility and public outreach work over the years to identify the most practical route for the Columbia Slough trail, and for the most part, the proposed alignment reflects that more recent work.

Staff also **did not agree** with requests to add an alignment that has no trail planning effort to substantiate the route, or to add an alignment that is not in the City of Portland.

As mentioned, staff's response to each of the 40-Mile Loop organizations specific requests can be found in the attached spreadsheet. At the beginning of their testimony, the organization provided 4 comments on the citywide trail in general. These are not included in the spreadsheet. Their comment and staff's response to the comment are below:

1. Willamette Greenway: In general, Industrial Zoning along the Willamette River frequently precludes a waterfront trail. However, some industrial uses are not river dependent and in these cases a waterfront greenway trail should be considered and allowed when feasible. An example is Wacker Siltronics in NW Portland. There a trail was built in the 1980's but, oddly, was never opened to the public. There are more examples on both sides of the River (such as some properties on Swan Island and Benz Springs in SW). In addition, there are river-dependent uses that are not incompatible with a riverfront greenway trail. Examples include boat moorages and landings seen in public parks including Willamette Park, Cathedral Park, and Tom McCall Waterfront Park. When land along the Willamette River is taken out of industrial use, as a condition of the required accompanying zone change, a waterfront trail should always be added. This imperative needs to be included in the City's comprehensive plan, if not on a map, then in the narrative.



City Staff Response: *It has been the City's policy since 1981 to preserve the industrial working harbor for river-dependent and river-related industrial uses. The existing zoning map trail alignment, adopted in 1981, does not establish a riverfront trail through much of the Portland Harbor, and the proposed zoning map trail alignment is consistent with that direction, and with policies of the newly adopted Comprehensive Plan that call for the continued preservation of harbor access lands due to their unique and necessary infrastructure and site characteristics. The Siltronics site is not currently in a river-dependent use, but the site is in the middle of the river-dependent area, and the City's continuing policy is to preserve the continuity of the Portland Harbor waterfront for future river-dependent use. In addition, the proposed Willamette Greenway Trail alignment in the Portland Harbor is based on two recent greenway trail planning processes—the River Plan/North Reach trail planning process (BPS, 2010), and the North Portland Greenway trail planning process (PP&R; 2013).*

Industrial zoned property outside the Portland Harbor may be appropriate for a trail designation depending on circumstances and the best location for the trail. For example, there are existing and proposed zoning map trail alignments on riverfront industrial land in the Central Eastside Industrial District, and near the Steel Bridge.

2. Trails outside the City limits: The 40 Mile Loop questions the removal of the trail from the City-owned Springwater Corridor east of SE 23rd Avenue, the odd-looking gaps in NW Portland at the end of the Wildwood Trail, and in NE Portland on the Banfield Trail (think in City of Maywood Park). Rather than show these areas as mysterious gaps, we propose that they be included using another color and with proper notation. In our view, there is great value in showing a complete system on Portland's Comprehensive Plan and avoiding confusion about unexplained gaps.

City Staff Response: *The trail alignment is a zoning map designation, and the City of Portland does not apply zoning outside its jurisdiction.*

3. Connectivity of trails to neighborhoods and to other significant trail systems: The 40 Mile Loop supports strong, safe connectivity of trails to neighborhoods and to other major recreational trails. Many of these linkages that have been shown on past City Comprehensive Plans are now proposed for removal. This is especially the case in N and NE Portland where removal of several linkages to the Columbia Slough and Marine Drive trail systems are proposed. We have concerns about the proposed removals. In addition, there are other needs for connectivity. For example, Brooklyn Neighborhood in SE Portland has long sought a safe link to the Willamette Greenway. (A former Mayor is said to have promised one.) We don't understand the thinking behind removing and not including additional needed connections.

City Staff Response: *Staff agrees that trails should have safe and strong connections to neighborhoods. The proposed zoning map trail alignment includes connections to neighborhoods where those connections have been identified through a trail planning effort. For example, neighborhood*



connections along the Sullivan's Gulch and North Portland Greenway trails have been included. More specific responses to the 40-Mile Loop organization's requests for reconsideration of the removal of specific trail alignments can be found in the attached spreadsheet.

4. Private property: The reality of completing an extensive system of major trails does include working with private property owners. Easements across private property are already in place in many areas. The 40 Mile Loop believes that an indication of a proposed trail crossing private property does not mean that the City intends to take property. It simply conveys the reality that an alignment that crosses a private parcel is considered to be the most usable and safe of all potential alignments and is recommended in the long term. The City's record in these instances is a record of fairness and extreme patience.

City Staff Response: *When development occurs on a site that has the zoning map trail alignment on it, the zoning code trail standards in 33.272, Public Recreational Trail are triggered. If the exaction is proportional to the impact from the development, then an easement and in some cases construction of the trail is required.*

Determining proportionality has been a discretionary exercise to date. If the proposal doesn't require a land use review, the requirements are not implemented because discretion cannot be applied outside of a land use review process. In this case, the applicant may voluntarily provide an easement for the trail.

If the proposal requires a land use review, then the proportionality questions are addressed through that review, and in several cases, the City has been able to justify asking for the easement and building of the trail. The Central City 2035 project is proposing an objective proportionality methodology for use in the future.

When a trail easement is granted, then Parks or PBOT work with the applicant to settle on the final alignment and design of the trail. The zoning code (33.272.030.F) requires that a public recreational trail must comply with the standard of Portland Parks and Recreation or, where located in a public right-of-way, the standards of the Portland Bureau of Transportation. The final alignment can vary within the site, but unless the City deletes the trail stars from one site and applies them to another (which requires a legislative process), the alignment cannot vary onto another site. Therefore, the City should be confident that the trail should be located within the boundaries of the site before applying the trail designation.

The zoning code also says that the City will accept liability and the maintenance responsibilities in many, if not most, cases (33.272.070).



**Major Public Trail Alignment Worksheet
40 Mile Loop Comments with Staff Response**

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
Westside						
1	2645-2651	Marquam Trail from Council Crest to SW Sherwood Drive	removal from public & private	oppose	<u>Historic Linkage</u> . Also needs a more accurate rendering of existing Marquam Trail on public property & public R.O.W..	Agree. Do not remove from zoning map.
2	NA	Marquam Trail from SW Sherwood Drive to SW 14th & Gibbs		add segment	<u>Historic Linkage</u> . This long and critical section of existing Marquam Trail should be added.	Agree. Add the segment to the zoning map.
3	2654-2656	incomplete connection between Marquam Trail in Marquam NP and Terwilliger & Duniway Park	removal from public property	oppose	Retain on map. Extend to Terwilliger Blvd. and extend via Shelter Trail to Marquam Trail in Marquam NP.	Agree. Do not remove from zoning map.
4	NA	Forest Park NW Saltzman Road to NW St. Helens Road	addition on public property	add segment	This a good existing route to link to St. Helens Road.	Agree. Add the segment to the zoning map.
5	NA	Forest Park NW Springville Road to St. Johns Bridge Ramp (NW Bridge Ave.)	addition on public property	add segment	This is another existing route to link Leif Erikson and Wildwood Trail to St. Helens Road.	Agree. Add the segment to the zoning map.
6	NA	Forest Park Ridge Trail from Wildwood Trail to St. Johns Bridge ramp (NW Bridge Ave.)	addition on public property	add segment	Ridge Trail constructed < 10 years ago with the intention of providing this 40 Mile Loop link to the St. Johns Bridge and Willamette Greenway.	Agree. Add the segment to the zoning map.
7	2819	NW Bridge Avenue	removal from public property	oppose		Agree. Do not remove from zoning map.
8	2820	NW Bridge Avenue	removal from public property	oppose		Agree. Do not remove from zoning map.
9	2817	St. Johns Bridge	removal from public property	oppose	The St. Johns Bridge is a critical link for the 40 Mile Loop and the Willamette Greenway Trails on both sides of the River.	Agree. Do not remove from zoning map.
10	2818	St. Johns Bridge				
11	2801	St. Johns Bridge				
12	2798	St. Johns Bridge				
13	2802	St. Johns Bridge				
14	2804	St. Johns Bridge				
15	numerous	St. Johns Bridge connections to Willamette Greenway on east side of River.	removal from public property	oppose	Why remove links to the Willamette Greenway on the east side of the St. Johns Bridge? Only "trouble spot" is between NW 19th Ave. & NW 20th Ave. There is ample ROW to make this connection work.	Agree. Do not remove from zoning map.
16	2635, 2636, 2637	NW Thurman from NW 27th to NW 15th	removal from public property	oppose	Why remove this link between Forest Park and the Willamette Greenway?	Agree. Do not remove from zoning map.
17	NA	From NW 15th (see above) across NW Naito Pkwy / Front Ave. to Willamette Greenway	addition on public property	add segment	Completes link between Forest Park and the Willamette Greenway.	Do not agree. There is no existing or planned trail to align with.
18	NA	A safe connection through Hillsdale area for bicyclists to Willamette Greenway and to downtown Portland, location TBD	additions on public and property	add segment		Do not agree. This trail connection has not yet been planned.
19	NA	<u>Historic Linkage</u> . Existing trail from SE Terwilliger to a junction with segment 2486.		add segment		Agree. Add the segment to the zoning map.
20	2704	Willamette Greenway immediately north of Willamette Park	removal from private property	oppose	Segment needed to mitigate a "blind corner" at south end of condos.	Do not agree. The trail alignment shown on the proposed map reflects the greenway trail alignment negotiated with the property owner and built as part of a Greenway Review for Willamette Sailing Club in 2012.
21	NA	Willamette Shoreline Trolley alignment from downtown Portland through Powers Marine Park (to south City Limit.)	addition on public property	add segment		Do not agree. Metro will be doing the planning for that potential trail in the future. We do not yet know where it is going to go and on which properties.
22	2254, 2253, 2442, 2836, 2701 and others	Trail segments on Sellwood Bridge and its west and east end connections.		??? Hard to know ???	Map should first accurately reflect the new ramps and routes connecting to trails on both sides of the River and should also allow the under-passage of a Shoreline Trolley alignment to the south City Limit on the west side.	No change necessary. The proposal includes the trail alignment on the Sellwood Bridge and adjacent City of Portland property. The trail alignment on the zoning map is not intended to show the precise location of the actual trail. It shows which parcels the trail crosses. No other specific aligning is necessary.
23	NA	Springwater Corridor east of SE 23rd Avenue where the trail "dips" south of the City Limit.		oppose	As suggested above, show all routes that run outside the City Limits in another color with a notation that the City has no land use jurisdiction.	Do not agree. The trail in this location would be outside the city limits. The City does not zone outside the city limits.

**Major Public Trail Alignment Worksheet
40 Mile Loop Comments with Staff Response**

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
24	2837	Link between Brooklyn neighborhood and Springwater Corridor	removal	oppose	This link between the Springwater Corridor and Brooklyn neighborhood is important to retain.	Agree. Do not remove from zoning map.
25	NA	Existing stairway southward off the east side of the Burnside Bridge. Also extends southward to junction with designated trail (approx. SE Ash).	addition on public property	add segment	This is an important link between Burnside Bridge & eastside neighborhoods and the Eastbank Esplanade.	Do not agree. There is an existing stairway on public property. There is not need to add a zoning code standard to implement or require the trail connection.
26	NA	Link on SE 17th Ave. between Springwater Corridor and Milwaukie's Trolley Trail.	addition on public property	add segment	The Trolley Trail, currently under construction, will stop 1 block short of connecting to the Springwater Corridor. This connection must be shown.	Do not agree. The trail in this location would be outside the city limits. The City does not zone outside the city limits.
27	NA	Hawthorne Bridge and connections to Willamette Greenway on east & west sides of River.	addition on public property	add segment	Important link between east and west Willamette Greenway Trails	Agree. Add the segment to the zoning map.
28	NA	Tilikum Crossing and connections to Willamette Greenway on east and west sides of River.	addition on public property	add segment	Important link between east and west Willamette Greenway Trails	Agree. Add the segment to the zoning map.
North Portland Greenway						
29	2711b	Larrabee and North past flyover back to Interstate	removal from public property	oppose		Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Portland Greenway Trail study that was adopted by City Council in October 2013.
30	2712	Lower Albina Alternatives	removal from public property	oppose		Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Portland Greenway Trail study that was adopted by City Council in October 2013.
31	2713	Lower Albina Alternatives				
32	2715	Lower Albina Alternatives				
33	2821	Lower Albina Alternatives				
34	2822	Lower Albina Alternatives				
35	2823	Lower Albina Alternatives				
36	2824	Lower Albina Alternatives				
37	2825	Lower Albina Alternatives				
38	2826	Lower Albina Alternatives				
39	2718	Going Street area Loop	removal from public property		Need to connect on N Basin between N Anchor and N Emerson	Agree. Add the segment to the zoning map.
40	NA	N Basin from N Anchor to N Emerson	new addition to public property	add segment	Need to connect on N Basin between N Anchor and N Emerson for faster commuter cyclists and more direct walking route for pedestrians to and from Overlook Bowl	Agree. Add the segment to the zoning map.
41	NA	BNSF Railroad Bridge	new addition to private property	add segment	This is analogous to the Steel Bridge Pedestrian path cantilever facility. It is needed as a connection to Walker Siltronic West Willamette Greenway and Forest Park. Also has potential to create a North Portland/St Johns Loop like Esplanade downtown	Do not agree. This alignment was studied as part of the River Plan/North Reach trail planning process. It was determined that additional feasibility study was needed before the alignment could be added to the zoning maps. City Council endorsed that recommendation in April 2010, and to date, no additional study has been done.
42	2719	along UPRR R.O.W. through Willamette Cove	no change	oppose	This alignment needs to follow the alignment that is in the PPR Study completed in the Summer of 2009. Willamette Cove will be cleaned up enough to support a trail through this area and the public deserves to see this beautiful eco-system up close.	No change necessary. The proposed zoning map trail alignment already follows the 2013 North Portland Greenway Trail alignment adopted by City Council.
43	2911	Baltimore Woods through Crown Cork & Seal	new addition to private property	support with comments	Perhaps a pedestrian trail through the forested area of Baltimore Woods would be a good addition. Could keep the orthogonal trail on the property edge as shown for bicycles and skateboards (round off corners to a workable radius--great access point for skateboarders to skate park)	No change necessary. The zoning map trail alignment does not show specific paths or designs for the trail. It shows which parcels the trail will cross and which parcels are subject to the zoning code trail standards. The final alignment (whether it's one path or two paths, or designated for bikes and skateboards or peds only) is worked out with the property owner if development triggers zoning code trail requirements, and implementation of the requirements is are found to be proportional.

Major Public Trail Alignment Worksheet
40 Mile Loop Comments with Staff Response

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
44	2613	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	No change necessary. The trail alignment on the zoning map is not intended to show the precise location of the actual trail. It shows which parcels the trail crosses.
45	2415	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
46	2616	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
Springwater Corridor						
47		3 Bridges	new addition to public property	add segment	Need to show the existing 3 bridges section of the Springwater between segments 2245 and 2247	Do not agree. Trails outside city limits are not under City Jurisdiction and not appropriate on City Zoning Map
48	2684	SE Johnson Creek Blvd	removal from public property	oppose	The existing segments of trail the run just outside of the City limits need to be shown in a different color to show overall conductivity of the system.	
49	NA	SE 73rd Ave	new addition to public property	add segment	Need to show the existing section of the Springwater between segments 2684 and 2458	
50	NA	I-205	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2453	
51	NA	SE Mt Scott Blvd	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2255	
52	NA	SE Vradenburg Road	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2243	
53	NA	Springwater	new addition to public property	add segment	Need to show that trail continues to east outside City limits from 2490	
Marine Drive Trail						
54	2605	Marine Dr along Golf Course	no change	support with comments	This is a unbuilt tricky part of the Marine Dr Trail. This is the original designation. Is the alignment specific enough?	No change necessary. The proposed alignment is coincident with the Parks Bureau's Marine Drive Trail, and the trail data indicates that the trail is built in this location. In addition, the alignment on the zoning map is not intended to be to show the final specific alignment. That detail is worked out with a property owner development triggers the zoning code trail standards, and implementation is proportional.
MLK Connections						
55	2781	MLK Route	Remove	oppose		Do not agree. Portland Parks and Recreation and the Bureau of Transportation agree that a trail along MLK is not desirable because MLK is a truck freight route. The trail will be located elsewhere.
56	2783	Connection to Vancouver/Williams	Remove	oppose		
57	2784	remove	Remove	Question		
Columbia Slough						
58	2742	Sandy Crossing	remove	oppose	Not sure why removed	Do not agree. This segment has been deleted because it does not connect to any trail or other bike/ped facility on NE Sandy or to the south.
59	2738	Sandy Crossing				
60	2739	Sandy Crossing				
61	2741	Sandy Crossing				
62	2736	Connector to Airport Way	remove	oppose	Replaced with New Connector	Do not agree. Alignment is being moved to the west to be on public property.
63	2733	Remove 122nd Ave	remove	oppose		Agree. Do not remove from zoning map.
64	2734	Remove 122nd Ave	remove	oppose		
65	2735	Remove 122nd Ave	remove	oppose		
66	2573	Under I-205 along Streets to 82nd	no change	oppose	There are two existing trail routes designated now. This update keeps the designation entirely along the roadway and removes the trails along the slough	Do not agree. Trail segments are being removed where there is no

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
67	2732	Alternate Trail Route	remove	oppose	Notice problem going under elevated 82nd	reasonable likelihood of them being constructed or where alternate alignments have been established.
68	2379	On Street Route for most of Cornfoot	no change	oppose	more two already designated routes	
69	2730	Along Slough Route	remove	oppose		
70	2731	Along Slough Route	remove	oppose		
71	2726	Boardmore Golf Course	new addition on Private property	oppose		Agree. Move part of the alignment to the Metro/City of Portland owned property to the north, and then reconnect to NE Cornfoot via a trail alignment across the eastern edge of the golf course.
72	2926	Connector to 33rd	new addition on Public property	oppose		Do not agree. The alignment is being to moved to align with the Portland Parks and Recreation designated Slough Trail. The properties along the Slough to the south are developed and impractical for trail development, therefore the trail will be to the north where a connection to NE Elrod is feasible. NE Elrod connects to portions of the Slough trail that are already built to the west.
73	2584	Along Elroad Rd	new addition on Public property	oppose	This is already built and is a trail parallel to narrow road	Do not agree. Trail segments are being removed where there is no reasonable likelihood of them being constructed or where alternate alignments has been established
74	2778	Alternate Slough Trail Route	remove	oppose		
75	2768	Alternate Slough Trail Route				
76	2769	Alternate Slough Trail Route				
77	2772	Alternate Slough Trail Route				
78	2774	Alternate Slough Trail Route				
79	2775	Alternate Slough Trail Route				
80	2766	Alternate Slough Trail Route				
81	2767	Alternate Slough Trail Route				
82	2771	Alternate Slough Trail Route				
83	2770	Alternate Slough Trail Route				
84	2780	Alternate Slough Trail Route				
85	2779	Connection to East Columbia				

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
Columbia Slough Trail						
86	2842	Alternative Route to Remain Too	remove	support with comments	Keep this alternative until the preferred route has been constructed	Do not agree. Trail segments are being removed where there is no reasonable likelihood of them being constructed or where alternate alignments has been established
87	2840	Alternative Route to Remain Too in Slough				
88	2841	Alternative Route to Remain Too in Slough				
89	2839	Alternative Route to Remain Too in Slough				
90	2836	Alternative Route to Remain Too in Slough				
91	2843	Alternative Route to Remain Too in Slough				

**Major Public Trail Alignment Worksheet
Property Owner Comments with Staff Response**

	Segment	Location	Property owner / Representative	Proposed Trail description	Property Owner objection or comment	City Staff Response
1	2252 ,2884, 2888-2891	Eastwood Park NOA	Sharon Goldsworthy	trail alignments crosses private Homeowners Association open space.	steep grades, environmental concerns, privacy	Do not agree. These segments are part of Metro regional trail alignment (Scouter Mtn trail) which was planned and endorsed by Metro through a public process.
2	2399	Peninsula Canal	LWVTWG	Trail alignment shown on top of levy	environmental concerns	No change necessary. The specific trail alignment within the site will be worked out with the property owner at the time of trail construction. In addition, the proposed alignment follows existing trail easements.
3	2423	Columbia Steel Casting	Martha Cox	10425 n Bloss Ave	security concerns	Do not agree. This segment is part of a Metro regional trail alignment, which was planned and endorsed by Metro after a public process.
4	2436, 2440, 2861, 2862	Lewis & Clark	Steve Abel	trail crosses campus	needs ability to exclude specific people from campus	No change necessary. Exclusion policies can be addressed outside of the zoning map.
5	2503	SW Dosch Park Lane	Richard Glick	trail shown along private street ROW	trail must be approved by individual homeowners, privacy conflicts	Do not agree. This segment is part of the Southwest Urban Trail network established in 2000 through a PBOT public process.
6	2726	Broadmoor	Dana Krawczuk	Trail proposed along south and west side of fairways	Trail segment conflicts with ongoing golf operations, safety concerns	Agree. Move part of the alignment to the Metro/City of Portland owned property to the north, and then reconnect to NE Cornfoot via a trail alignment across the eastern edge of the golf course.
7	2852	Saltzman Rd	Dorothy Cofield	Trail segment cuts across private property	segment in error does not conform to METRO proposal	Agree. Relocate zoning map trail to align with the Metro Regional Westside trail located in the NW Saltzman ROW.
8	2871	River view abbey	Stephen Griffith	Trail segment connects across private property	alignment across property conflicts with development concepts	Agree. Trail alignment has been modified to more accurately reflect a feasible trail.
9	2875	Rich's/Angel	Stephen Janik	Trail segment connects across private property	Alignment cuts property in two, steep slope	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R Sullivan's Gulch Trail study that was adopted by City Council in July 2012.
10	2881	Weston Investment	Joe Weston	Trail segment connects across private property	existing building, railroad row width make alignment unfeasible	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R Sullivan's Gulch Trail study that was adopted by City Council in July 2012.
11	2905	Anchor Park LLC	Jan Yost	Trail segment connects across private property	security and safety concerns, conflicts with existing operations	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Portland Greenway Trail study that was adopted by City Council in October 2013.