OREGON
ASSOCIATION OF
NURSERIES

29751
SW Town Center
Loop W

Wilsonville, OR
97070

Phone
503.682.5089

Toll-Free
1.888.283.7219

Fax
503.682.5099

Web
www.oan.org

November 17, 2015

Dear Mayor Hales and Commissioners:

As a member of the agricultural community, I spend most of my time on farms than in our urban city of Portland. While our farmland and fields are miles from City Hall, the decisions you make on SW 4th Ave have major implications for the rest of our state.

The nursery and greenhouse industry is the state's second largest agricultural sector, and is finally seeing a resurgence following years of significant economic declines during and after the great recession. Oregon's nursery industry ranks third in the nation, with over $830 million in sales annually to customers in Oregon, the rest of the United States, and abroad. In fact, nearly 75% of the nursery stock grown in our state leaves our borders – with over half reaching markets east of the Mississippi River. We send ecologically friendly green products out of the state, and bring traded sector dollars back to Oregon.

Nursery association members represent wholesale plant growers, Christmas tree growers, retailers, and greenhouse operators. Our members are located throughout the state, with our largest nursery growing operations found in Clackamas, Marion, Washington, Yamhill and Multnomah Counties.

It has come to my attention that the blueprint for the future growth and development of the City of Portland does not assign much of that growth to the planning area near the Portland Harbor (which from our view is the Port of Portland). In fact, the Draft Comprehensive Plan and the supporting Economic Opportunities Analysis shows little future growth in the planning area: For the future of my business, and the farming families of Oregon, this does not make sense.

The slowdown at the Port earlier this year harmed the nursery and greenhouse industry. It costs more to truck a load of trees or shrubs up to Tacoma or Seattle in order for it to be shipped to our overseas markets. The City of Portland is conducting its own slowdown of the Port by your actions to harm one of the few economic generators you have. Generally if a state or local government wants something to go away - they tax it, if they want to suffocate a sector – poor planning and artificial restrictions of growth opportunities is a certain way to do it.

Portland does not act in a vacuum and would urge to you to consider why trade is critical for our economic health.

- International trade is one of the most important economic opportunities for Oregon workers. Trade in Oregon supports over 490,000 jobs.

- Trade-dependent jobs grew 7.5 times faster than total employment over the last decade.
- Wages in trade-dependent jobs are 20-40% higher than non-export jobs, now totally nearly $21 billion, have increased by 40% since the 2009 recession.
- Greater Portland was one of only four regions in the country to double their exports over the last decade.

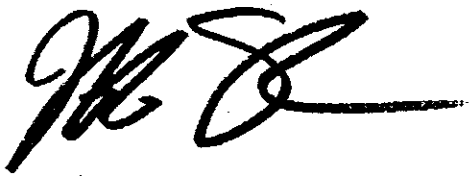
Trade is vital to the growth of small companies, which export directly and supply export-dependent large businesses. A total of 6,001 companies exported goods from Oregon locations in 2012. Of Oregon's exporting companies, 88 percent were small- and medium-sized enterprises. Small and medium sized firms generated 34 percent of Oregon's total exports of merchandise in 2012.

Oregon produces the best agricultural commodities in the world. Oregon's agricultural exports include wheat, processed fruits and nuts, fresh fruits, processed vegetables, dairy products, wine, grass seed, and nursery stock. The State of Oregon offers domestic and international trade assistance programs to provide help to Oregon farmers, ranchers, nursery growers, fishermen and companies with market development, products development and marketing.

I urge you to recognize the impact that this can have on one of the most trade dependent states in the nation. If you care about working families and understand the impact your decisions have for the entire health of our state you should ensure that there is adequate growth in the harbor.

We implore you to consider the many factors that set the region up for sustainable economic growth. The OAN urges you to set the Portland harbor forecast back to "most likely" moderate growth as originally recommended by Bureau of planning and sustainability staff, and preserve the future for farms and Oregon.

Sincerely,



Jeff Stone, Executive Director
Oregon Association of Nurseries

Moore-Love, Karla

From: Tamara DeRidder, AICP <SustainableDesign@tdridder.users.panix.com>
Sent: Tuesday, November 17, 2015 4:59 PM
To: Moore-Love, Karla
Cc: Anderson, Susan; Treat, Leah; Zehnder, Joe; Stark, Nan; Stoll, Alison
Subject: Recommended Comprehensive Plan Update - RCPNA Testimony on Transportation and Parking Elements
Attachments: RCPNATestimony-Transportation&ParkingElementsofRecommendedCompPlanUpdate11172015-TDR.pdf

Importance: High

Hi Karla,
Please accept the attached RCPNA testimony to be entered into the record for the Portland City Council's Nov. 19th and subsequent hearings on the Recommended Comprehensive Plan Update. Please make sure that the Mayor and City Councilors receive this document. In addition, please let me know if you would prefer a paper copy of the Exhibits referenced in the document through electronic links. Both documents are part of the City of Portland library and should be readily available.

Nonetheless, I will be glad to provide an adequate number of paper copies of both the 1993 Livable Cities-Growing Better Study and the Hollywood and Sandy Plan upon request. Please let me know what is required by state law as far as this part of the testimony is concerned.

Thank you for your assistance and consideration.

My best,

Tamara DeRidder, AICP
Chair, RCPNA
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

Nov. 17th, 2015 (Transmitted this day via e-mail to the following)

City of Portland
City Council <karla.moore-love@portlandoregon.gov>
1221 SW 4th
Portland, OR 97204

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

Subject: RCPNA Proposed Amendments to the Recommended Comprehensive Plan Update-Transportation & Parking Elements

Honorable Mayor Hales and City Commissioners:

Thank you for the opportunity to testify on the Recommended Comprehensive Plan Update document. On Tuesday November 3rd, 2015 the Rose City Park Neighborhood Association Board accepted their Land Use and Transportation Committee's recommendation to modify their RCPNA 2014 testimony submitted to the Planning and Sustainability Commission. The focus our proposed amendments in this document are on the Transportation and Parking Elements contained in the Recommended Comprehensive Plan Update document.

The Board has identified that throughout the Recommended Comprehensive Plan Document that the highest transportation priorities have been given to the handicap, pedestrian, and bicycle modes of travel. The priority for bicycles even supersedes transit, carpooling, electric cars, and freight travel. Our proposed amendments to the transportation and parking language intends to clarify that transportation and parking includes passenger vehicles. This is often done by simply inserting the term "multi-modal".

In addition, the policies included in the 1993 City of Portland Livable Cities Study have not been integrated into this Comprehensive Plan Update. The Recommended Plan document fails to address the need for the support of specific development plans, using community planning techniques, to coordinate public and private needs with infill development. Shared and public parking in the centers and corridors was identified as a need in each of the three pilot projects in this 3-year city-sponsored Study. The

Study initiated 3 pilot projects using small specific area plans to determine existing attributes, identify deficits and obstacles to growth, and serve as a model for growth in future areas. "The goal was to create a model development plan for specific sites which could have broader city-wide applications…A specific development plan refers to a proactive approach to public planning which results in private, phased development that responds to specific neighborhood and city objectives for new development". [1]

The 1993 Study identifies that the city is to work with PDC, other agencies, and business and neighborhood associations to identify sites and help secure funding for the implementation of public parking in centers and corridors. Even the Hollywood and Sandy Plan, which could be interpreted as a small specific area plan, state the objective, "Encourage structured parking in appropriate areas."[2] This statement supports the goal that,(the) "Plan proposals for improvements to the transportation system, especially better freedom of movement for vehicles, and adequate parking could have positive effects on market conditions in Hollywood." Unfortunately, none of the city bureaus shouldered the responsibility to guide the implementation of structured off-street parking for the Hollywood District. In addition, the code requirement for commercial parking demand analyses and the lack of residential parking minimums undermines the opportunity for shared parking. Our proposed amendments keep the Recommended Comprehensive Plan from prohibiting new off-street parking areas.

The RCPNA Board recommends the following amendments:

Additional language – is highlighted, underlined and **bold**
~~Deleted language~~ – is struck out and underlined

Chapter 3 -Urban Form
3.49 Integrated land use and mobility. Enhance Civic Corridors as distinctive places that are models of ecological **human-scale** urban design, with transit-supportive densities of housing and employment, **strategically located off-street parking,** prominent street trees and other green features, and high-quality transit service and **multimodal facilities, including** for pedestrians and bicycles ~~facilities~~.

RCPNA Commentary. *Off-street parking spaces will be required to maintain commercial vitality along these corridors. This concept was approved by the Planning Commission in 1993 in the Livable Cities – Growing Better Study stating on p. 79, "For larger Main Streets projects, more extensive private improvements and public investments might be undertaken including the addition of such facilities as-pocket parks; landscaping; and parking lots/ garages shared between various businesses and uses, including possibly some city-owned facilities." The addition of 'human-scale' is a very critical attribute for creating an attractive pedestrian space. This can be done through simple design elements such as building façade step-ups in height that give the pedestrian more light and air while lessening the impact of the 'canyon' effect. The 'multi-modal facilities' language addition is more appropriate as it does not limit facilities just to bicycles and pedestrians.*

[1] 1993 Livable Cities-Growing Better Study, City of Portland, p. 38
[2] 1998 Hollywood and Sandy Plan, Abridged Version, p. 43

Chapter 4 - Design & Development
Off-site impacts
These policies address the consideration and mitigation of off-site impacts from uses and development.
Policy 4.32 Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, **transportation for multi-unit tenants,** or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and underrepresented communities.

RCPNA Commentary. Limit the on-street storage of cars generated from multi-unit residents. The car storage needs generated by residential units located in Mixed Use and High Density Residential zones impacts on-street parking availability for the incumbents in businesses and Low Density Residential areas.

Chapter 9 – Transportation
GOAL 9.D: Environmentally sustainable
The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and ~~Portlanders' reliance on private vehicles.~~ **reliance on single-occupancy trips.**

RCPNA Commentary. Over 70% of the congestion we currently experience on our streets is caused by single occupancy trips. The term 'private vehicles' is too broad as it would apply to carpooling vehicles, motor cycles, scooters, and bicycles.

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.

<Insert New>Policy 9.37a Transit Traffic Management.

Encourage the addition of bus pullouts and/or bus zones at transit stops so freight movement and traffic flow is maintained and not obstructed by buses stopping in travel lanes when discharging and/or boarding passengers.

RCPNA Commentary. Traffic congestion created by and associated with buses stopping in motor vehicle travel lanes is counter-productive to promoting freight travel and reducing fuel consumption and emissions.

Policy 9.53 New development. Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. **The cost of this program largely supported by new tenants and development interests.** Monitor and improve the performance of private-sector TDM programs.

Ordinance 187832, Vol. 1.3.P, page 8826

RCPNA Commentary. *The growing costs for the implementation of the Transportation Demand Management should fall primarily on the new development and tenants for the area.*

Chapter 9 Transportation - Parking Management

Policy 9.54 Parking management. ~~Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality.~~ Implement strategies ~~that~~ **through balanced mode share** ~~reduce demand for parking and private vehicle ownership, and~~ that help maintain optimal parking occupancy and availability **in centers and high transit corridors.**

RCPNA Commentary: *We recommend that this policy on parking management should apply a more targeted approach for centers and high frequency transit corridors by promoting strategies of balanced mode shares that help maintain optimal parking occupancy. Vehicle parking demand is not likely to be reduced where no high frequency transit exists*

Policy 9.57 Off-street parking and loading. Manage, where appropriate, ~~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 **and loading** to achieve **optimum** mode share objectives **for the area**, promote compact and walkable urban form, encourage lower **single-occupancy trips** ~~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.

RCPNA Commentary. *The term 'limit' definitely should be replaced with 'manage'. The term 'limit' denies the opportunity for increased, well managed, off-street parking. The term 'manage' allows for a strategic implementation of off-street parking when and where it is needed. There should be a gradual transition over from single occupancy vehicles to other modes of travel over the next 20 years. It will not happen overnight without drastic consequences to economic vitality and neighborhood livability. Over time these same parking spaces could then be transitioned into additional Mixed Use or transitioned over to serve an increasing number of spaces for car pool, shared cars, motor cycles, scooters, and electric cars/carts. Businesses need parking in order to be viable, seniors need parking in order to thrive, living quarters and their inhabitants need parking in order to work, play and grow. Parking spaces and loading zones are needed in business districts and neighborhoods for deliveries, the residents, friends and relations who visit, and care givers who tend those in need.*

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 single-occupancy vehicles~~

When implementing this ~~prioritization~~ **policy** ensure that:

☐ The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users.

☐ All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.

☐ When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.

☐ Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.

☐ Policy-based rationale is provided if modes ~~lower in the ordered list~~ are prioritized.

***RCPNA Commentary**: The federal ADA standards establish strict physical standards that maintain a functional access designs for the most vulnerable users of the transportation system. It is inequitable for the City of Portland to support the proposed citywide transportation hierarchy stated in the Recommended Plan, above. That language discriminates against the poorest people who typically do not have high frequency transit nor access to needed food, services, or jobs within walking distance.*

In conclusion, I hope that you will join me in supporting a Comprehensive Plan Update that integrates the strategies and policies developed through the city-sponsored planning studies since the 1980 Comprehensive Plan was adopted. The Visual Preference Survey and the pilot projects in the Livable Cities Study became the public contract between the city and the Portland community as we agreed on the vision for creating walkable urban density. The policies held in the Livable Cities document identify the need for shared and public parking as well as the need for multi-agency involvement to strategize means for implementation still stand today.

The RCPNA proposed amendments here should serve as a first step. Strategies for agencies and goals and policies that guide implementation of shared and public parking in corridors and centers is still needed. The current Centers and Corridors Parking Advisory Committee has been told that their study addresses parking only in residential centers and corridors. This leaves an absence of direction on how the city will facilitate public parking in the Commercial Corridors and Centers.

Respectfully,

Tamara DeRidder, AICP
Chair, Rose City Park Neighborhood Association
Representative, Centers and Corridors Parking Advisory Committee
1707 NE 52nd Ave.
Portland, OR 97213

Ordinance 187832, Vol. 1.3.P, page 8828

503-706-5804

Attachments:

Exhibit A – 1993 Livable Cities – Growing Better Study; See:
https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/7972/Portland_Growing_Better.pdf?sequence=1

Exhibit B – Hollywood and Sandy Plan- Abridged Version; See:
https://www.portlandoregon.gov/bps/article/102523

Ordinance 187832, Vol. 1.3.P, page 8829

1993 Livable Cities – Growing Better Study Exhibit A

https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/7972/Portland_Growing_Better.pdf?sequence=1

June 1993 Portland Bureau of Planning.

Document Excerpts relating to parking:

Pilot Projects

Designed Infill – Neighbors West/Northwest. "The parking aspects of the plan are generally in accord with the zoning code. Shared use parking is allowed and even encouraged in the code. This is a particularly useful tool in the CS zone, where there are no minimum parking requirements--therefore, one need not limit a certain number of parking spaces to a specific use[3]. Informal discussions between the project's managers and Good Samaritan Hospital have concluded that options for housing above retained existing surface parking should be considered as part of the Infill Plan.[4]"

Transit Stations – Central NE Neighbors. The provision of off-street parking for infill development can be a challenge. While the suggestion of minimum parking ratios for new development may have some merit, there is currently no mechanism to require parking in the CS zone. In addition, the minimum parking ratio in the Rl zone is one space per unit, regardless of the number of bedrooms per unit. In the RH zone, the off-street parking requirement is only one space for every two units. The greatest challenge is for small infill lots, such as the typical 5,000 square-foot lot in the R l zone. Surface parking requires five-foot landscaped buffers, which is a considerable area on a 5,000 square-foot lot. However, the economics of small-scale development does not support underground or otherwise "hidden" parking.

The structured parking at 39th Avenue & Halsey Street may also have some merit over the long term. This strategy of compensating for surface parking lost to infill development by building common-use parking structure has been supported in the down- town area. Commercial parking is allowed in the CS zone, so this doesn't pose a problem. How large a structure you would have to be determined. The height and FAR limits that apply to commercial development apply to parking structures. The CS zone includes some requirements which could diminish the deleterious effects of a parking structure. These include the maximum setback requirement, coupled with the ground floor window requirement. Taken together, these requirements compel a retail base, at least on the street edges of the structure. Some site or area specific provision would have to be created in the CS zone in order to incorporate a minimum parking requirement for new development. The 'parking in the core area' section also calls for minimizing the size of surface parking lots. This concern is addressed by the CS requirement of minimum building coverage of 50 percent. This effectively limits the size of surface parking and encourages underground or structured parking when a sizable number of spaces is desired.[5]"

[3] Attachment A, pp. 41 & 45
[4] Attachment A, p. 41
[5] Attachment A, p. 45

Ordinance 187832, Vol. 1.3.P, page 8830

Transit Stations – Central NE Neighbors. Summary

- "The CS zone has no minimum parking requirement. Proposals calling for minimums (including higher parking requirements for larger residential units) could not be carried out under the existing zoning."
- "Shared parking facilities are allowed in the CS zone, but they are not allowed in residential zones. This could be a disadvantage, especially in the case of small infill lot development in the RI zone, where it is difficult to provide require parking and required landscape buffers on site."[6]

Housing and Mixed Use Feasibility. Possible Next Steps– "Develop demonstration projects. Both the consulting team for the infill development study and the lender/ developer group cited the importance of successful demonstration projects as a key ingredient to prove the market for development while at the same time showing it can be compatible with local neighborhoods."[7]

Proposed Growth Principles. Transit Station Areas. "Adopt policies to target public investments for such things as-other transportation improvements, vest pocket parks, and other public facilities and services-in the vicinity of light rail stations."[8] It further states, "Many of the special assistance programs, which the Portland Development Commission is able to employ to assist development in the Central City, are generally not available to facilitate development in other areas of the city, outside urban renewal districts. As a result, the strategies which can currently be applied to encourage development around say light rail stations or along main streets, are therefore more limited than what can be used in the Central City.[9]"

Proposed Growth Principles. Main Streets. "For larger main streets projects, more extensive private improvements and public investments might be undertaken including the addition of such facilities as-pocket parks; landscaping; and parking lots/garages shared between various businesses and uses, including possibly some city-owned facilities. During Phase II of the Livable City Project (which did not occur), selected potential main streets will be analyzed to help develop a Main Streets policy. It is worth noting that the city of Toronto, Canada has a very active Main Street program with a special section of the planning department devoted to encouraging and facilitating housing and mixed-use development on "main streets"."[10]

Issues Common to All Growth Principles. "Parking is frequently an issue. On the one hand there is concern about the impact infill development can have on existing on-street parking. On the other hand, there is a question of whether with good transit service, existing parking requirements in some cases might be modified. Other parking issues include the possibility of multiple-use of common parking facilities, as opposed to each development providing all its own parking, and whether some form of assistance might be warranted for some such facilities…

In order to address the concerns raised in the first phase of the Livable City Project, it will require close coordination with other government agencies and interests. The economic aspects of

---

[6] Attachment A, p.48
[7] Attachment A, p. 66
[8] Attachment A, p. 77
[9] Attachment A, p.77.
[10] Attachment A, p. 79

Ordinance 187832, Vol. 1.3.P, page 8831

encouraging growth, for example, require the involvement of the Portland Development Commission, the transportation aspects require the Portland Office of Transportation, while park and open space issues necessitate coordination with the Parks Bureau. The following chapter includes further discussion on the kind of partnerships needed with other government agencies and with private and nonprofit interests."[11]

Implementation Strategies for Phase II.

- "In commercial zones, review height and parking requirements for residential uses…
- Consider creating a Specific Area Development Plan mechanism in the zoning code (see the chapter on pilot projects)"[12]

[11] Attachment A, p. 87
[12] Attachment A, p. 91

Ordinance 187832, Vol. 1.3.P, page 8832

Hollywood and Sandy Plan – Abbreviated Version

Attachment B

See: https://www.portlandoregon.gov/bps/article/102523

Document Excerpts relating to parking:

Commercial Parking Issues in the CX, CS, and RX Zones

Objectives	Implementation Measures
• Encourage commercial parking that serves visitors and shoppers in the Hollywood Town Center while providing a limited amount of commercial and accessory parking to encourage pedestrian and transit activity.	• Make commercial parking a conditional use, which must meet the following: - The parking must be in a structure; and - A parking demand analysis is required to show a need for Commercial Parking at this location. • Establish certain conditional use approval criteria for commercial parking facilities. • Establish maximum parking ratios for specific use categories for parking accessory to a primary use (implements regional mandate for Hollywood).

13

[13] Attachment B, p. 45

Ordinance 187832, Vol. 1.3.P, page 8833

Growing Better

City of Portland
Bureau of Planning
June 1993

A Report to
the Planning Commission on
Phase I of the Livable City Project

Ordinance 187832, Vol. 1.3.P, page 8834

Portland City Council
Vera Katz, Mayor
Earl Blumenauer, Commissioner
Charlie Hales, Commissioner
Gretchen Kafoury, Commissioner
Mike Lindberg, Commissioner

Planning Commission
W. Richard Cooley, President
Richard Michaelson, Vice President
Joan Brown-Kline
Jean DeMaster
Bruce Fong
Margaret Kirkpatrick
Vivian Parker
Paul Schuback
Douglas Van Dyk

Bureau of Planning
Charlie Hales, Commissioner of Public Safety
Robert E. Stacey, Jr., AICP, Planning Director

Long Range Planning and Urban Design Section
Robert E. Clay, AICP, Chief Planner

Project Staff
Jim Claypool, City Planner
Steve Gerber, Senior Planner
Cary Pinard, AICP, Senior Planner
Alf Siddall, Senior Planner
John Southgate, City Planner

Technical Support
Marge Hamlin, Word Processing Operator
Geoff Sauncy, Graphic Illustrator

Additional Support
Salauddin Ahmed, Illustrator, Office of Transportation
Kathleen Maloney, Regional Rail Program, Office of Transportation
Wendy Smith Novick, Regional Rail Program, Office of Transportation
Richard A. Potestio, AIA, Illustrator
Mary Volm, Communications Director, Office of Transportation

Printed on recycled paper.

Ordinance 187832, Vol. 1.3.P, page 8835

Growing Better

A Report to the Planning Commission on Phase I of the Livable City Project

City of Portland
Bureau of Planning
June 1993

Ordinance 187832, Vol. 1.3.P, page 8836

For additional copies of this report, contact the Livable City Project staff at:
Portland Planning Bureau
120 S.W. Fifth Avenue, Room 1002
Portland, Oregon 97204-1966
(503) 823-7700

Large print copies of the text of this document can be made available within two working days. Please call 823-7700 (TDD 823-6868) to request this service.

Table of Contents

Foreward Thinking iii

Introduction 1

Present Trends 7

Implications of Present Trends 17

Original Growth Concepts 25

Pilot Projects 37

Public Involvement:
VPS™ and Other Strategies 51

Housing and Mixed-Use Feasibility 61

Transportation Planning Rule 67

Proposed Growth Principles 73

Implementation Strategies for Phase II 89

Ordinance 187832, Vol. 1.3.P, page 8838

List of Appendices

Note about Appendices:
The appendices are bound separately from this report. Copies are available from the Livable City Project in the Bureau of Planning. A few appendices are in draft form or will not be available until late June, 1993. This is noted below when applicable.

List of Appendices

A. Central City Housing Report (draft)
B. Neighbors West/Northwest Designed Infill Plan (available June 15)
C. Southeast Uplift Main Streets Plan (available June 30)
D. Central Northeast Neighbors Hollywood Transit Station Plan (available June 15)
E. Designing Our Future: A Charrette at the Regional Rail Summit
F. The Citizens Speak: Public Response to the Growth Concepts at the Second Annual Regional Rail Summit
G. Picture This... The Results of a Visual Preference Survey™ (available late June 1993)
H. Shape Your Future: Third Annual Regional Rail Summit Summary
I. Portland Land Use and Planning Class, Winter, 1993, Course Evaluation
J. Growth Concepts Booklet
K. Infill Development: Market Trends and Prototypes
L. Transportation Planning Rule: Planning Commission Discussion Draft
M. Proposed Work Program for Phase II of the Livable City Project

Ordinance 187832, Vol. 1.3.P, page 8839

Foreward Thinking

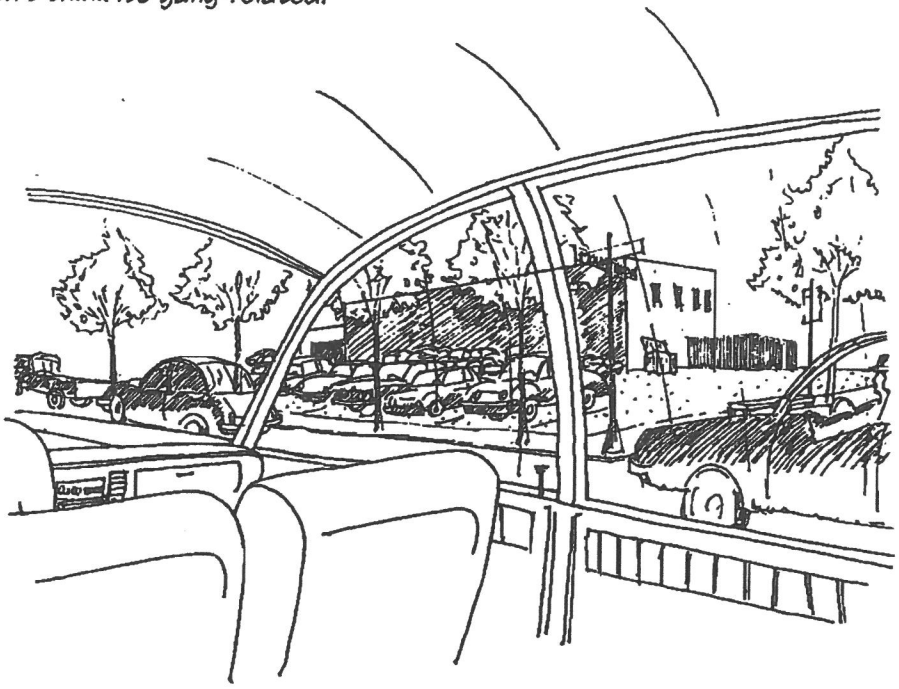
Life In the Big City

It's Tuesday, 8:02 am and you're on your way to work.

Rushed as usual, you head out the front door, set your coffee down and move the bike from the driveway (you've told them time and time again) and get into your car. Pulling out to your street, you tell yourself you've got to mow the lawn, if it'll ever dry out enough. You see traffic is moving slow on the main street so you cut down a side street to save some time. You work your way into the flow and head for the on-ramp. You pass by a strip mall which reminds you you've got to get to the mall this weekend to pick up a birthday present for your sister-in-law.

You make it to the freeway and fall in line to wait for your green light. You're finally catapulted in to a sea of bumpers and exhaust. As you inch forward, you have time to reflect on the other errands you have to do this weekend like pick up the cleaning, run out to the food warehouse to get the large size of laundry detergent, drive your child to a baseball game and you notice the windshield wipers squeak on the intermittent setting, (of course it's drizzling) so you'll go by that new auto store to pick up new blades.

The coffee's gone; one cup is not enough for the drive so maybe you should pick up one of those coffee pots for the car as well. The woman in the car next to you is putting on mascara. There's new graffiti on the wall at the freeway exit. The words don't make sense, but you don't think its gang-related.



Ordinance 187832, Vol. 1.3.P, page 8840

You circle your regular parking lot like those buzzards from an old western, hoping for a place close to the elevator so you don't have to walk as far. It's only 8:26 am — you've made good time this morning.

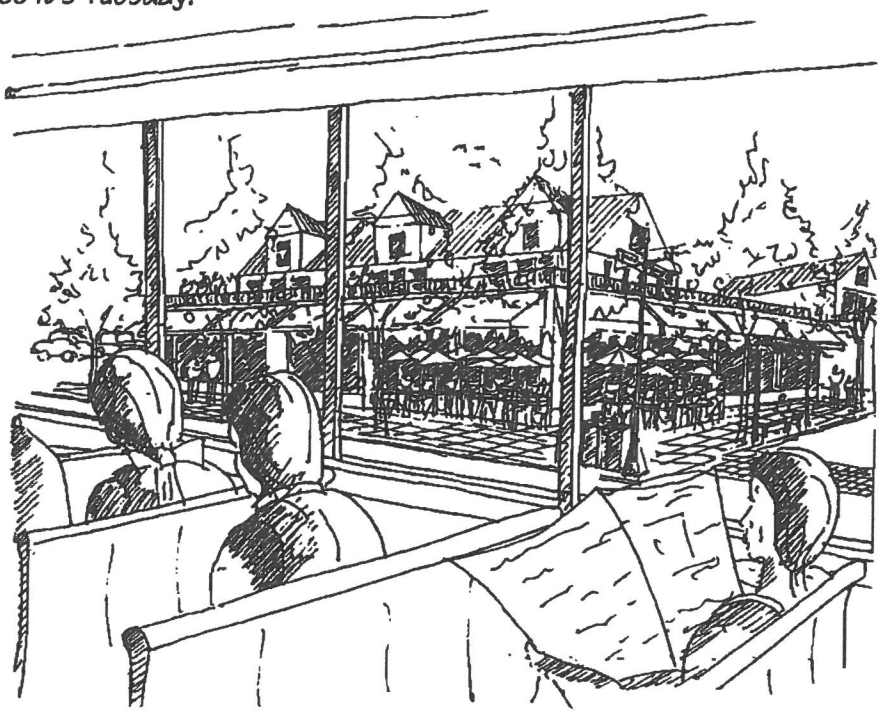
Tuesday, 4:52 pm and you're thinking about what to fix for dinner. You forgot to pull something out of the freezer so you'll have to stop at the store on the way home. You repeat the drive in reverse, except tonight there's a long line to get out of the parking garage. At least it's stopped raining. After another ride in the "bumper" cars, you finally get off the freeway and circle the grocery store lot for any open space. With the lot full, you realize there'll be a long line at the check out stand. Maybe the family will agree to go out for dinner, but you remember you have to get your daughter back to school for play practice tonight. Only a year and she'll get her driver's license and then she can drive herself.

You arrive home at 6:09 pm. You realize you have only 40 minutes to fix and eat dinner before you head out again. You decide to leave the dishes until later.

That's life. But for a moment, experience imaginatively a different lifestyle.

You still live in a single family neighborhood but your house is on a slightly smaller lot. A hedge of roses separates you from your neighbor. They just completed a remodel project where they added a granny flat. Maybe you could do that and move your teenager out there.

It's Tuesday, 8:02 am and you're on your way to work. Picture yourself walking out your front door towards the main street. The irises planted in the patch between the street and the sidewalk are in full bloom. On the corner, you notice the people who live directly above your dry cleaners have planted wisteria that hangs over their balcony. You drop the shirts off, because it's Tuesday.



Ordinance 187832, Vol. 1.3.P, page 8841

Within a minute, you're back out on the street greeted by the smell of the gourmet coffee . Coffee of the Day to go in hand, you hit the street just in time to see the bus pull away. No matter, the next one will be along in eight minutes. You sit down outside under the awning because it's drizzling (once again - it's Portland) and digest the front page of the paper before the bus comes. You get through the sports section on your way to work and are dropped off about a half a block away.

Tuesday, 4:52 pm and your stomach is growling. You catch the 5:03 bus and in fifteen minutes you're back in your neighborhood. You get off a stop early so you can stop by the corner market to pick up the milk and maybe that new flavor of Ben and Jerry's. It's not raining and you'd like to get out in the yard tonight and your daughter has play practice so you decide to pick up some fresh pasta and bread at Joe's deli. Joe's always got the latest news but he's not there tonight. You find out from Linda behind the meat counter that Joe's daughter has made him a new grandpa. In the shop next door, you see John Grisham has a new book out but you decide to wait for the paperback. You pass by the day care where one toddler has her nose right up against the glass. The shirts are ready, and as you turn on to your street, you hear a heated game of hoop in the neighbor's driveway.

It's 5:47 pm and if you hurry and get dinner ready, your daughter can do the dishes before she catches the bus for play practice.

There really isn't that much difference between the two scenarios. The amount of travel time is about the same, the cost associated with daily living remain constant. The basic difference is whether we focus our living place around us or our machines.

Ordinance 187832, Vol. 1.3.P, page 8842

"If we learn the art of yielding what must be yeilded to the changing present, we can save the best of the past."

- Dean Acheson, 1937

The Times, They are a' Changing.

Prior to 1940, most of the City of Portland was focused around transit. Trolley cars connected neighborhoods and the emerging downtown. Needs for daily living were met within the community, through the corner grocery store or shoe repair. People knew their neighbors.

By the 1950's, the automobile was commonplace and our growth reflected it. Residential housing spread out, farm to market roads grew into our main arterials and nothing was built without a parking space.

As a result of this type of growth, a group of forward thinkers in the 1970's created the Urban Growth Boundary. The state began requiring that urban areas establish growth boundaries to prevent productive farm and forest land from being consumed by what then Governor McCall called the "ravenous rampage of suburbia." Growth was encouraged inside the 362 square miles surrounding Portland.

Even with its good intent, the UGB has not changed growth patterns in the Portland region. Jobs, housing and shopping have moved farther and farther apart from each other, making it difficult, if not impossible at times, to get from one place to another without a car. It is easy to understand why, with only four percent population growth over the last ten years—auto use is up 43 percent according the US Census Bureau.

Our auto-dominant society strongly influences the design and character of our community: more roads connecting separate pockets of development and parking spaces for cars at each destination. Sidewalks are not constructed as much for comfortable walking as they are for street erosion control. And bicyclists will tell you motorists aren't very good about sharing the road. As we've spread out, we make it difficult and costly to serve the region with mass transit.

At the heart of it all, we have to get around. Yet, the idea of spending a lot of time stuck behind the wheel in traffic is one of the top issues on people's minds. In a recent values and beliefs survey, residents of the Portland metro region ranked traffic congestion as one of their greatest fears. It's apparent mobility has always and will continue to play a primary role in our land use and development decisions.

Ordinance 187832, Vol. 1.3.P, page 8843

The Growth Challenge

Density or sprawl? To most Portland area residents, neither alternative sounds attractive. Yet, the region is facing one of its most challenging times as it experiences growing pains. As planners and public service providers prepare for the influx of new residents, an estimated 500,00 over the next twenty years, citizens are faced with tough environmental and quality of life choices directly related to density versus sprawl.

Cities respond much like living organisms. If growth only occurs in suburbs, as has happened in many North American metropolitan centers, the city declines. If unplanned growth occurs within the city, it can cause severe mobility problems as we are seeing in places like Seattle. On the other hand, planned growth can provide revitalization opportunities that enhance the city's livability. In either case, growth or no-growth, the city keeps changing.

Most of us live in Portland by choice. As more people elsewhere find their own city becoming uninhabitable, Portland still offers a desirable setting to work, play and raise a family. The natural beauty, the home-town feel, the comfortable social pace, easy access to recreation and work and affordable housing will continue to attract new residents who are in search of the good life.

As the region gradually grows over the next couple of decades, we are facing another choice. Do we grow up or do we grow out? Recognizing a decision needs to be made will allow us to make the choice rather than the choice being made for us. And, not to decide is to decide. The lack of a decision will continue existing development patterns.

"Let's make no mistake about this: the American dream starts with the neighborhoods. If we wish to rebuild our cities, we must first rebuild our neighborhoods. And, to do that, we must understand that the quality of life is more important than the standard of living. To sit on the front steps — whether it's a veranda in a small town or a concrete stoop in a big city — and talk to our neighbors is infinitely more important than to huddle on the living room lounger and watch a make-believe world in not-quite living color."

- Harvey Milk 1977

The Crossroads

Like it or not, the region's urban form will be going through dramatic changes. Portland can consciously plan and direct future urban form within the city. Oregonians are at a crossroads. Several laws and mandates restricting auto use, protecting the airshed and reducing impervious surfaces are looming on the horizon demanding implementation in the next few years. Failure to respond will seriously hamper our economic growth and viability, limit our federal resources and clearly compromise our quality of life. Portland will no longer be an attractive place to live for new residents, but most importantly, for ourselves.

"If we are willing to face it, all of the ugly signs are there to see. It seems that we have lost hold of our communities. It seems as though our country is pulling apart into separate peoples who do not know one another.

- Edward M. Kennedy 1972

Ordinance 187832, Vol. 1.3.P, page 8844

Many things influence the community, not the least of which is land use and design. It is the character that people are looking for, that provides that sense of community. Design and public infrastructure creates or eliminates the opportunity to commune with each other and to move in ways that do not keep us isolated from each other and the necessities of life.

Our next choice will determine whether we push out the boundaries of the UGB to accommodate the projected growth or use/reuse differently the land we have set aside for urban development. As these decisions are being made on a regional level, Portland can and is preparing to preserve its livability, mobility and vitality through a new effort, the Livable City Project

Livable City

"Forget the damned motor car and build the cities for lovers and friends"

- Lewis Mumford
My Work and Days
1979

Over the last twenty years, most of the growth within the city of Portland has been as a result of annexation. In fact, there was a decline in population as the suburbs attracted both existing residents and new development. The tri-county area grew by 33 percent but the City's urban services area decreased by 3.4 percent. During the same time, housing units grew by 55 percent indicating a drop in the average household size. An even more foreboding statistic is the number of passenger automobiles increased by 76 percent.

To prevent the continuation of these trends and urban sprawl, the City of Portland is developing a strategy to attract a portion of the expected growth to locate within the city. By slightly increasing the density within existing neighborhoods and, at the same time, provide alternatives to auto use, these trends can be reversed.

In tandem with the regional decisions being made about growth patterns, transit development and land use, the City of Portland is advancing the Livable City Project. After public participation and discussion, four growth principles have emerged as viable ways to revitalize and intensify Portland's neighborhoods while still maintaining, even enhancing, livability.

Central City

The Central City contains the largest concentration of jobs in the entire state. It's only logical to provide housing and supportive services near those jobs. As in many other

Ordinance 187832, Vol. 1.3.P, page 8845

cities, people are rediscovering the advantages of living in or close to the downtown area. Efforts are being made by the City through several different strategies to preserve existing housing as well as encourage new housing construction in the Central City. Proposals for the River District, North Macadam and Lloyd District properties could add 12,500 new housing units in just those three areas. These along with other initiatives must ensure the living environment is safe and attractive and supports daily living requirements.

Transit Stations

Encouraging higher density transit-oriented land uses around existing and future light rail stations has great public benefit. In addition to assuring greater transit use, which will replay public investment in the transit system, centralizing housing, jobs and services around transit stations minimizes the impact on adjacent neighborhoods. Development that provides transportation options with new pedestrian walkways, bicycle convenience and easy access to transit will reduce auto traffic and provide a focal point for the community.

Main Streets

Major transportation corridors have similar potential to transit stations. Mixed-use development encourages higher bus ridership resulting in more frequent transit service. This principle emphasizes continuous stretches of medium rise, human scale buildings providing housing with commercial development oriented toward the street. Development would mirror the character of adjacent single-family neighborhoods. Depending on the scale of the project, Main Street development may combine a number of strategies to create the community including street furniture, art, pocket parks, landscaping, shared parking lots, street trees, awnings, curb extensions and public telephones. A strong emphasis on pedestrian movement will enhance transit use along these main streets.

Neighborhood Infill

Abandoned buildings, vacant lots, unused garages all provide opportunities to turn what can be an eyesore for a neighborhood into an opportunity for the community. Carefully designed infill can be used to improve vitality in

Ordinance 187832, Vol. 1.3.P, page 8846

commercial areas, residential neighborhoods and industrial areas.

These growth principles grew out of six growth concepts that launched the Livable City Project. Over the last eighteen months, much research and community involvement have refined the growth ideas into the principles mentioned above.

The Citizens Speak

"True belonging is born of relationships not only to one another but to a place of shared responsibility and benefits. We love not so much what we have acquired as what we have made and whom we have made it with."

- Robert Finch ""Scratching" Primal Place 1983

"It's Your Community. It's Your Choice." Citizens played an instrumental role in defining how Portland will grow through many innovative outreach efforts. Citizen participation in dealing with growth management exceeded project goals and surprised and delighted those working on the project.

Portland residents were first introduced to the Livable City Project at the Second Annual Regional Rail Summit in February, 1992. Attendees heard how light rail is a planning tool for land use development. The growth concepts were transformed by citizen participants into architectural charrettes, maps identifying opportunity sites for increased density and pages of analysis on how these concepts could be implemented. A citizen group was developed to compile the data.

Citizens continued to participate throughout the following year through classes at Portland State University; organizing neighborhood walks to continue the discussion of the growth concepts by applying them in a visual way in their own community; presentations to various organizations and associations; a newsletter to interested citizens; and displays at conferences and public events.

The primary public outreach was the Visual Preference Survey™ that was presented at 34 locations throughout the Portland metropolitan area during January and February 1993. Over 3,000 adults and 1,500 students participated, 59 percent were residents of the City of Portland. The Visual Preference Survey™, a planning tool development by A. Nelessen Associates, provided valuable information regarding the acceptable forms of development. Participants viewed 240 slides of development in three categories (transit stations, main streets and residential neighborhoods) and were asked to give their "gut reaction" to the image.

The results were presented in March 1993, at the Third

Ordinance 187832, Vol. 1.3.P, page 8847

Annual Regional Rail Summit. Surprisingly, there was remarkable consensus throughout the region. The results showed a strong preference for pedestrian-oriented mixed-use at transit stations and along main streets. In residential neighborhoods, there was a strong preference for narrow streets with small bungalows and pedestrian-oriented neighborhood commercial development.

In conjunction with the implementation of the Visual Preference Survey™, Partners for a Livable Community, a government-based outreach group interested in transportation, air quality and land-use issues, launched a public awareness campaign designed to generate interest in and awareness of growth management issues. The campaign encouraged interested citizens to get involved. The campaign generated over 4,000 phone calls and a high level of participation in the Visual Preference Survey™.

Citizen involvement is and will remain an essential element in the success of the Livable City project throughout implementation.

The Next Seven Generations

There is a belief among Native Americans that what we do on this earth must be not for ourselves but for the next seven generations to follow us. That is our responsibility.

It is the livability we enjoy that must be passed on to future generations. Our children and their children will want to walk through Forest Park, live in a safe and friendly neighborhood, spend quality time with their family instead of behind the wheel, work in the city they grew up in and where their friends and family live, breathe clean air, and enjoy the green natural environment that defines Portland.

Each and every one of us holds a piece of this responsibility. The Livable City Project is only a tool to guide our actions. It is a tool that will remind us that we each make choices on how we want to live and grow. It will provide guidance as we make transportation choices and investments. It's success is directly dependent on our individual commitment to a livable city.

"I look forward to an America which will not be afraid of grace and beauty, which will protect the beauty of our natural environment, which will preserve the great old American houses and squares and parks of our national past and which will build handsome and balanced cities for our future."

- John F. Kennedy, 1963

Ordinance 187832, Vol. 1.3.P, page 8848

Introduction

The Livable City Project began in the fall of 1991 in response to the growth management goal of *Portland Future Focus*, Portland's Strategic Plan, adopted by the City in August of 1991. The growth management goal states:

"Manage regional growth to provide effective public services at the lowest responsible cost, to improve environmental quality, and to enhance the quality of life."

"Discount air fares, a car in every parking space and the interstate highway system have made every place accessible...and every place alike."

- Ronald Steele
Life In the Last Fifty Years
1983

The Livable City Project addresses many of the objectives of the *Portland Future Focus* goal. The mission statement for the Project is, "To preserve Portland's livability while accommodating the City's share of the expected growth in the region."

Growth

According to Metro projections, the Portland metropolitan region will grow by a half million people over the next 20 years. A continuation of the present development trends in the region will result in loss of more farmland, natural areas and other open space, increased traffic and congestion, additional air and water pollution, and an overall decrease in the quality of life. It was concern over issues such as these that caused the community leaders who participated in *Portland Future Focus* to recommend that the City of Portland attempt to accommodate a larger share of the projected growth in the region than will likely result from a continuation of present trends. If the city is to accommodate additional growth while

Ordinance 187832, Vol. 1.3.P, page 8849

maintaining, or even improving Portland's livability, new approaches and new options will have to be found for future development in the city.

The recent *Oregon Values and Beliefs Survey* conducted by the Oregon Business Council found that many of the greatest fears of Oregonians are growth related. But, while people fear growth, they also believe that it is inevitable. The Livable City Project was created to explore the options of how growth might best be accommodated.

Region 2040

While the Livable City Project is exploring future growth options in the city, Metro is concurrently considering future region-wide growth options under the Region 2040 planning process. The City of Portland and other local jurisdictions are partners in this process. At this time, Region 2040 has identified three alternative development concepts for further evaluation. These concepts are:

...extending the UGB

A. Accommodating future growth primarily by expanding the Urban Growth Boundary. Under this alternative, most future growth would take place on the fringes of the presently urbanized area, and in areas which currently are rural.

...infill and redevelopment within the UGB

B. Accommodating future growth by infill and redevelopment of the area currently within the Urban Growth Boundary. Under this growth concept, there would be no expansion of the Urban Growth Boundary and new development would be encouraged to locate in higher density corridors and locations well-served by public transit.

...some expansion of the UGB, some infill and the creation or expansion of self-contained communities outside the UGB

C. The third development concept would accommodate additional growth by a combination of factors, including some expansion of the Urban Growth Boundary, some infill and the creation or expansion of self-contained communities beyond the boundary.

Which of these region-wide growth options is eventually selected as the preferred option has major impli-

Ordinance 187832, Vol. 1.3.P, page 8850

cations for the City of Portland. The option selected will determine the future location of the regional Urban Growth Boundary and future regional transportation facilities. This, in turn, will influence numerous public and private investment decisions.

Consequences of Continued Sprawl

The Livable City Project and Metro's Region 2040 plan are intended to address many of the problems created by the auto-dominant, spread-out type of development patterns the country has experienced since the end of World War II. The environmental impacts produced by this sprawling development pattern, and the public costs involved, require us to consider viable alternatives.

A continuation of present trends means more and more roads and asphalt, more air and water pollution and less farmland, green spaces and natural areas. These trends threaten some of the things the region's citizens value most highly, such as the livability of the region, its overall scenic beauty, and ease of access to natural areas.

A continuation of present trends means more and more roads and asphalt, more air and water pollution and less farmland, green spaces and natural areas.

Growth, if poorly managed, can affect the public's sense of community, and has other consequences for the individual. For example, increased traffic congestion does not just add to air pollution, it also takes up increasing amounts of time, leaving less time for individual pursuits. As days become more stressed, with jobs, home, school, services, and recreation becoming more spread out and disconnected, people lose touch with their neighbors. A sense of community and belonging is diminished. Safety concerns grow as people lose their feeling of connectedness and stewardship.

Growing Up, Growing Better

The Livable City Project is exploring ways to counter these trends by using growth as a beneficial tool. Growth can lead to more committed neighbors, more jobs, more services, a richer cultural life, and a vital community, if it is properly integrated into the existing community.

We have one of the best examples of that fact anywhere in the world, right in Portland's downtown.

Ordinance 187832, Vol. 1.3.P, page 8851

Twenty-five years ago the city's bus company was going bankrupt. Buildings were being torn down left and right for parking lots. The air was choked with illegal levels of carbon monoxide 120 days a year. Business were fleeing the downtown. At the end of each workday, downtown was a dirty, deserted, and dangerous place.

Today, through careful planning, and public and private investment, we've added 30,000 jobs and thousands of housing units to downtown, cleaned up the air, and created one of the most exciting and livable city centers in America. Downtown—and Portland's Downtown Plan—are proof that growth can be more than a "necessary evil" to be grudgingly accommodated. Well-planned growth can make up the building blocks of a stronger, healthier and more livable community.

Related Programs and Projects

There are many existing public and private programs which deal with one or more growth-related issues. The Livable City Project attempts to complement rather than duplicate these other programs and projects. One such program, the work required by the State Transportation Rule, is so closely related to the objectives of the Livable City Project that it has been fully integrated into the overall project.

The project also seeks to define alternative options for growth that will help implement the federal and state Clean Air Acts, and the Oregon Department of Energy's Emission Reduction Program. Other related programs include the Oregon benchmarks (set measures for various quality of life indicators, adopted by the state), and Tri-Met's Strategic Plan.

At the City level, the Livable City Project coordinates with related City programs such as Community Policing, transportation programs (including Regional Rail and Reclaiming Our Streets), and parks and fire programs. *Portland Future Focus* provides a unifying framework for these projects. The Livable City Project is also coordinated with related City-sponsored environmental programs, such as the NPDES (National Pollution Discharge Elimination System) storm water compliance program, and the federally-mandated Combined Sewer Overflow (CSO) project.

Ordinance 187832, Vol. 1.3.P, page 8852

The Report

This report to the Planning Commission documents public outreach undertaken and information gathered in the first phase of the Livable City Project. It also makes recommendations for the work program in Phase II.

A detailed analysis of present trends and their implications are contained in the first two chapters of this report.

Phase I of the project began with the creation of a set of possible growth concepts as a basis for beginning discussions and research on the best options for accommodating growth while maintaining or even enhancing livability in Portland's neighborhoods. These original growth concepts are explained in the third chapter, Original Growth Concepts.

One approach to involving the public and testing the growth concepts has been through pilot projects in three different areas of the city. The pilot projects are detailed in the next chapter.

The growth concepts were first presented for public review at the second annual Regional Rail Summit in February of 1992. Since that time, public outreach and discussion has been one of the main efforts of the project. Other outreach and citizen involvement actions, including the Regional Visual Preference Survey™, are discussed in the chapter, Public Involvement: VPS™ and Other Strategies.

Other research has addressed market trends and financial feasibility. These efforts are covered in the chapter, Housing and Mixed-Use Feasibility. The following chapter discusses the State Transportation Planning Rule in relation to the Livable City Project.

The last two chapters incorporate the results of the analysis to-date with public response. The chapter, Proposed Growth Principles, outlines the evolution of the original growth concepts into more focused growth principles and strategies. The final chapter presents recommendation for implementation strategies to be undertaken in Phase II of the project.

Ordinance 187832, Vol. 1.3.P, page 8853

Present Trends

Introduction

This section deals with some of the trends which took place in the city and the region between 1970 and 1990. Some of the key trends which were going on during this time were:

"Trends, like horses, are easier to ride in the direction they are already going."

- John Naisbitt
Megatrends
1984

- The Tri-county area added some 293,600 people for an increase of 33 percent. The population of the City's urban services area on the other hand, decreased by some 17,000 people, for a decrease of 3.4 percent.

- Over the 20 years, the number of housing units in the Tri-county area increased by 173,500 for an increase of 55 percent. The number of housing units in the City's urban services area increased by 27,900 for an increase of 12.5 percent. The reason why the number of housing units is increasing at a faster rate than the population is because of a decrease in the average household size.

- While the population in the Tri-county area increased 33 percent and the number of housing units by 55 percent, the number of passenger automobiles increased by 76 percent.

People are concerned about growth in both the city and throughout the region. In the city, however, growth has not been so much as an increase in population but an increase in the number of housing units and traffic, particularly the latter. The remainder of this section details the trends between 1970 and 1990

Ordinance 187832, Vol. 1.3.P, page 8854

in—population, housing, building permits, employment and vehicle ownership. It concludes with a segment on the current vacant land supply in the city and its capacity to accommodate additional growth.

Population

- In 1970 the population of the City of Portland was 382,600 which increased to 437,300 by 1990. The addition of some 54,700 people represented an increase of some 14 percent.

- All this increase took place during the 1980s; during the 1970s the city actually lost some 16,200 people. Between 1980 and 1990, the population increased by some 70,900 people.

- The dramatic turn-around and reversal of the trend between 1970 and 1980 was brought about almost solely by annexation. Between April 1, 1980 and July 1, 1990, the City of Portland annexed over 66,000 people (Figure 1).

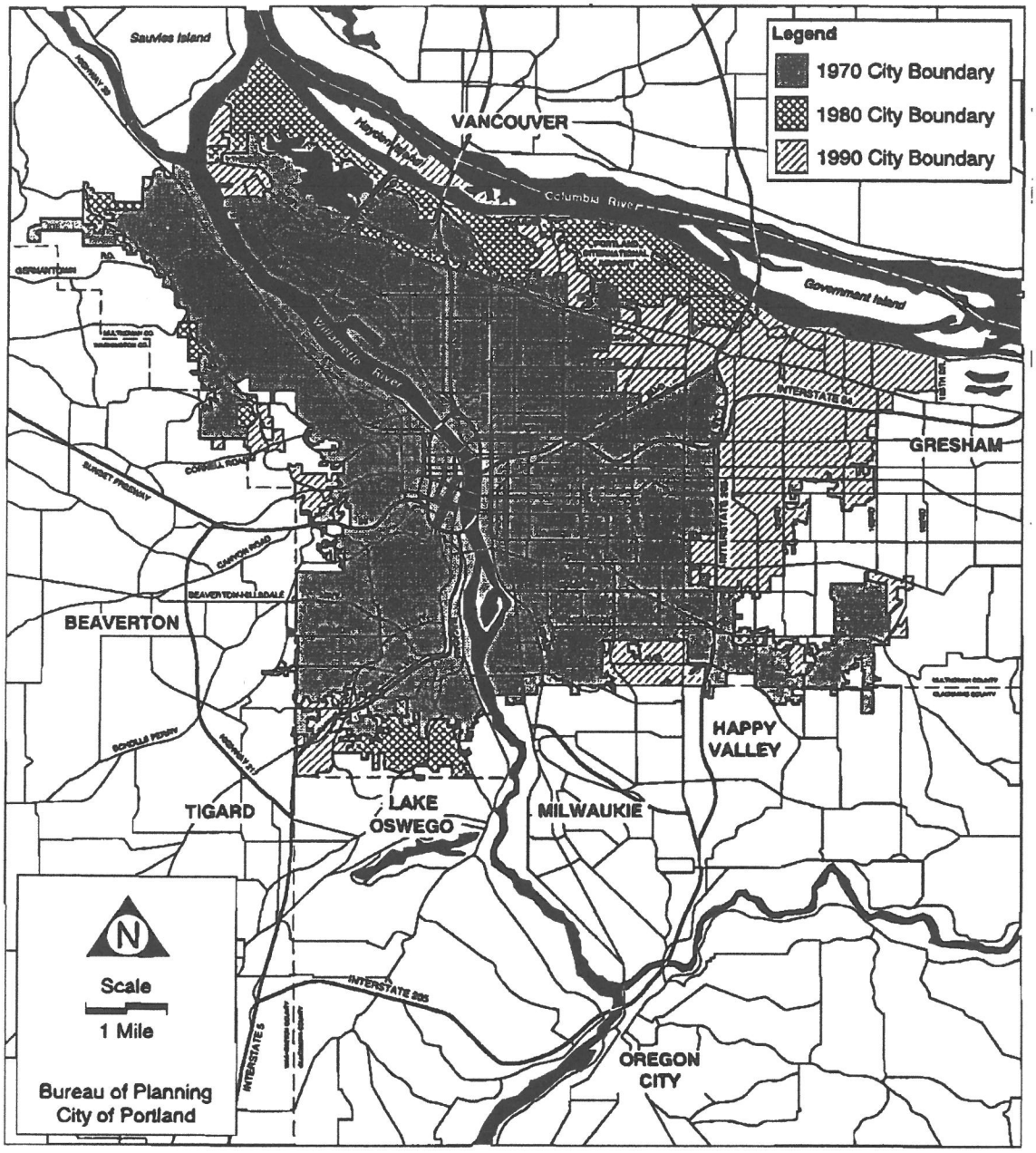
While the population of the city as a whole has grown because of annexation, very few parts of the city actually saw an increase in population between 1970 and 1990.

- While the population of the city as a whole has grown because of annexation, very few parts of the city actually saw an increase in population between 1970 and 1990.

- Figure 2 shows an area approximately equivalent to the City's urban services area, divided into 12 subareas. Nine of these subareas had a smaller population in 1990 than they had in 1970. Combined they contained 16,848 people less in 1990 than they had in 1970. Only two areas—the Southwest Corridor and Outer Southeast—actually experienced any significant population growth.

- The big decrease in population, over 25,000 people, took place in the 1970s. Since 1980 only the North Peninsula, Albina and Central Northeast subareas have continued to lose population; the remaining subareas have begun to show some increase.

Ordinance 187832, Vol. 1.3.P, page 8855



- While the population in the City's urban services area dropped by almost 17,000 people between 1970 and 1990, the population of the Tri-county area grew by some 293,000 people. Clark County, Washington grew by an additional 110,000 people in the same time period. The population in most parts of the city has been decreasing at a time when a substantial increase has been taking place in the overall regional population.

Figure 1
1970, 1980, 1990
City Boundaries

Ordinance 187832, Vol. 1.3.P, page 8856

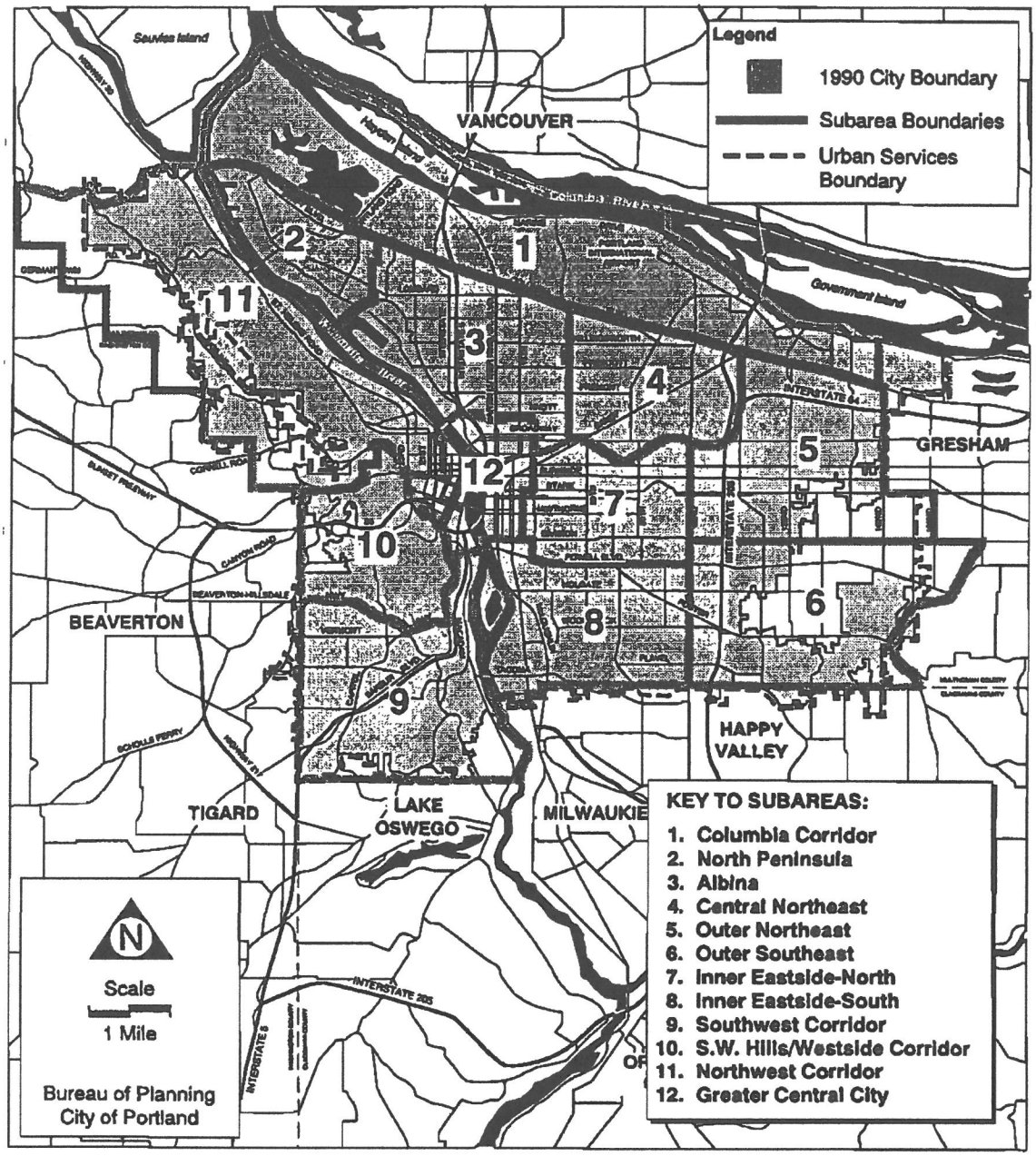


Figure 2
Subareas

Housing

- The number of housing units is increasing at a faster rate than the population, due to a drop in the average household size. In 1970, the average household size in the Tri-county area was 3.0 people, but by 1990 it had dropped to 2.6 people. In the City of Portland, it went from 2.6 in 1970 to 2.3 in 1990.

Ordinance 187832, Vol. 1.3.P, page 8857

- As a result of the decrease in household size, while the population of the Tri-county area increased by 33 percent between 1970 and 1990, the number of housing units grew by 55 percent. At the same time, the City of Portland population increased by 14 percent and housing units by 30 percent.

- While the population in the City's urban services area in 1990 was nearly 17,000 less than in 1970, the number of housing units increased by almost 28,000.

- The number of housing units increased in almost every part of the city and the City's urban services area. The only two areas which, according to the U.S. Census, had less housing units in 1990 than they had in 1970 were the Northwest Corridor and the Albina area.

- The Northwest Corridor, which had 2,280 less people in 1990 than in 1970, had 213 less housing units. The Albina area, which had 10,036 less people in 1990 than in 1970, had almost the same amount of housing as in 1970.

- The areas which had the largest increase in housing units were the Southwest Corridor (7,055), Outer Northeast (6,069), and Outer Southeast (4,956). The Eastside area south of the Banfield Freeway, from the Willamette River on the west to 82nd Avenue on the east, showed an increase of 5,200 housing units.

- During the past 20 years, major changes have also been taking place in the type of households in the region and the city, and this has implications for the kinds of housing units in demand.

- In 1970, 67 percent of all households in the city were classified as family households while 33 percent were nonfamily households. In the region as a whole, the respective figures were 76 percent and 24 percent.

Ordinance 187832, Vol. 1.3.P, page 8858

- By 1990 family households had dropped to 55 percent in the city, while nonfamily households increased to 45 percent. In the Tri-county area, family households had dropped to 65 percent and nonfamily households had increased to 35 percent.

- Both single-person households and single-parent family households are much more common in the city than they are in the rest of the region.

In 1990, 35 percent of all households in the city consisted of a single individual living alone.

- In 1990, 35 percent of all households in the city consisted of a single individual living alone. With nearly 65,400 such households in 1990, the city accounted for 52 percent of all the single person households in the region. Also in 1990 the city accounted for 44 percent of all one-parent family households in the region.

Building Permits

- According to the U.S. Census there were 46,477 more housing units in the City of Portland in 1990 than there had been in 1970.

- According to building permit data over the 20-year period, the city experienced a net increase of over 19,900 housing units. The large discrepancy between these two figures is due primarily to annexation and partly to the creation of new housing units without building permit approvals.

- During the economic boom of the 1970s, building permits were issued for some 18,800 new housing units in the City of Portland. In the recession-plagued 1980s, building permits were issued for less than half that number, for some 8,900 new units.

- The above figures represent new construction. When units demolished or converted are also taken into consideration, the net increase in housing is somewhat less. There was a net increase in the number of dwelling units in the city of some 13,900 units between 1970 and 1980 and

Ordinance 187832, Vol. 1.3.P, page 8859

some 6,000 units between 1980 and 1990.

- In the peak years of 1971, 1972 and 1978, building permits were issued for 3,200, 2,900 and 2,800 new residential units. But, in the height of the recession (between 1981 and 1985), permits averaged less than 650 units per year.

- In the 1970s, the building permits issued for multifamily housing units in the City of Portland were more than double the number of permits approved for single-family units (almost 12,700 multifamily units to 6,100 single-family units).

- In the 1980s, however, 58 percent (5,100) of the units approved for construction were for single-family homes, while 42 percent (3,800) were for multifamily units.

- On a region-wide three-county basis, according to Metro data, 51 percent of all residential units approved from January 1, 1984 to January 1, 1991 were for single-family units and just under 49 percent were for multiple-family units.

- In the same time period, 1984 through 1990, the City of Portland accounted for 23 percent of all new housing units authorized by building permits in the three counties.

- The city accounted for 33 percent of the three-county population in 1980 and 37 percent in 1990, so its share of the building permits for new residential construction is substantially below its share of the population.

The city's share of the building permits for new residential construction is substantially below its share of the population.

Employment

- In 1970, out of a Tri-county total of 331,500 jobs, some 208,000 (or 63 percent) were located within the City of Portland.

- According to Metro estimates, in 1990 the number of people working in the Tri-county area had increased to 626,000 of which 367,700 (58 percent)

Ordinance 187832, Vol. 1.3.P, page 8860

worked in the city.

- The city has been much more successful at retaining its share of the regional employment than it has been at retaining its share of the population. Over the 20-year period, 1970 to 1990, the number of jobs increased by 159,700 while the population within the City's urban services area actually decreased by 17,000 people. As a result, there has been a substantial increase in the number of people commuting to work in the city, despite the substantial increase which has also taken place in suburban employment.

There has been a substantial increase in the number of people commuting to work in the city.

Motor Vehicles

By 1990, the number of total vehicles had increased by 70 percent while private autos increased by 76 percent.

- In 1970 there were a total of 625,000 motor vehicles registered in the Tri-county area, of which 509,000 were private automobiles. By 1990, the number of total vehicles had increased by 70 percent (to 1,067,000) while private autos increased by 76 percent (to 897,000).

- In the 20-year period, the number of private autos increased by 24 percent in Multnomah County; by 166 percent in Clackamas County; and by 178 percent in Washington County. In 1970, Multnomah County accounted for 65 percent of the private automobiles in the Tri-county area. In 1990 it accounted for 46 percent.

- The growth in the number of vehicles has been accompanied by growth in the number of vehicle miles traveled.

- Between 1980 and 1990 in the Tri-county area the number of vehicle miles travelled has increased at four times the rate of population growth.

- Forty percent of downtown workers now use transit to get to and from work. On a city-wide bases eleven percent of all workers use transit, but on a region-wide basis only 5.2 percent of the work force uses transit to get to and from work. Most people drive alone to work.

Ordinance 187832, Vol. 1.3.P, page 8861

Vacant Land Supply

- According to the data currently in Metro's Regional Land Information System (RLIS), within the 12 subareas shown on Figure 2, there are presently 6,520 acres of vacant residentially zoned land; 490 acres of vacant commercial land; and 4,940 acres of vacant industrial land.

- Assuming an average household size of 2.3 persons per household, the vacant residentially zoned land could accommodate an additional population of 103,000 people at presently allowed development densities. At 70 percent of the maximum development level, it could house 72,000 more people above the current population level.

- These estimates do not include any consideration of additional population which might be accommodated by:
  - residential development in nonresidential zones. All the city's commercial zones, for example, allow residential units;
  - redevelopment of existing residential land at higher than currently allowed densities; and
  - redevelopment of nonresidential land for residential uses.

- There are a number of major problems in any attempt to maximize the development potential of currently zoned residential land, at currently allowed densities. Much of the land is scattered throughout the city in relatively small parcels which do not lend themselves to the economies of scale which can be achieved in developing large tracts of land in the suburbs. The most extensive areas of vacant residentially zoned land in the 12 subareas are found in Southwest Portland (Areas 9 and 10), the Northwest Hills (Area 11) and the Outer-Southeast area (Area 10). Physical limitations such as slope, geologic hazards and wetlands may limit development in some areas.

- The density of development in the city is signifi-

Ordinance 187832, Vol. 1.3.P, page 8862

The typical lot size for single-family residential development in the city is 5,000 square feet. The typical lot size in the suburbs, on the other hand, is 7,500 square feet.

cantly higher than the average density of development in the suburbs. Apart from the West Hills, the typical lot size for single-family residential development in the city is 5,000 square feet. The typical lot size in the suburbs, on the other hand, is 7,500 square feet. Suburban development is much more land consumptive than development in the city.

Conclusion

It is apparent from the data on population and housing that it is going to require major changes if the city is to successfully attract and accommodate a substantially larger portion of the growth projected for the region. It will take changes by many interests. Without such change, the city and the region face the combined problems of suburban sprawl and inner-city stagnation, or even decay as has occurred in other metropolitan areas.

The fact that nearly all real growth has been taking place in suburban areas, combined with the relatively low density of much of this development, has major implications for both the city and the region. These are discussed in detail in the following section.

Ordinance 187832, Vol. 1.3.P, page 8863

Implications of Present Trends

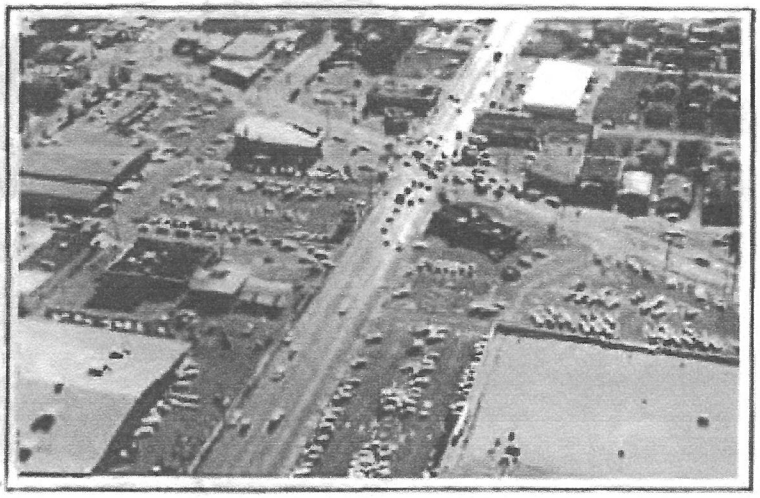
The previous chapter outlined some of the major trends which have been taking place in the city and the region over the past 20 years. If these trends continue over the next 20 years and beyond, there are major implications for the city and the region. What does it mean for virtually all the projected growth in the region to take place on the edges of the urbanized area, with relatively little growth in the city.

"We accept the verdict of the past until the need for change cries out loudly enough to force upon us a choice between the comforts of further inertia and the irksomeness of action."

- Learned Hand Speech 1942

Consumption of Land Resources

One of the consequences of the current pattern of development is that it is particularly consumptive of land resources, which in turn has a number of implications. Most suburban development occurs at low densities due to the relatively cheap cost of land. This is true whether it is single-family development, multi-family, commercial, or industrial development. The



Ordinance 187832, Vol. 1.3.P, page 8864

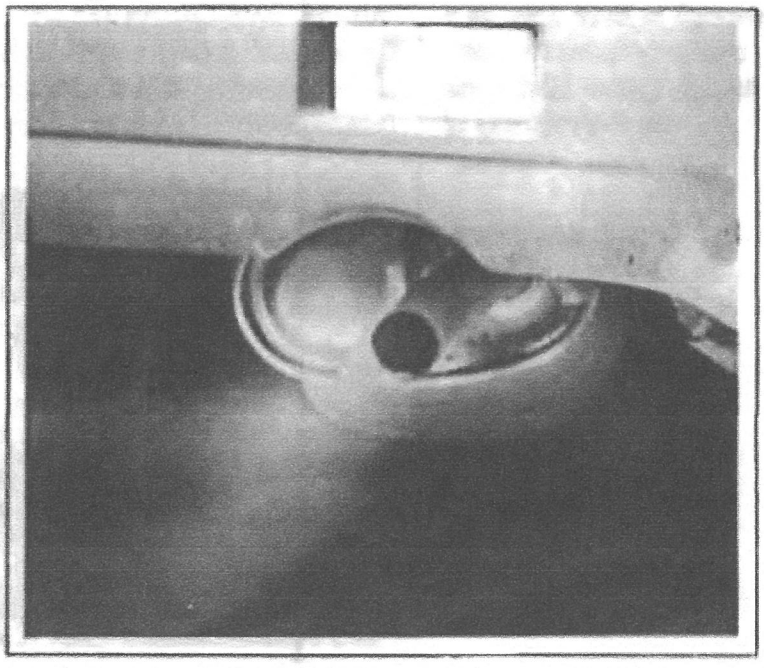
density of residential development is lower; a larger acreage is needed to accommodate the automobile (particularly for parking); commercial and industrial development are scattered and often on large acreage. Some of the results of this development trend is a rapidly depleting stock of acreage for development within the Urban Growth Boundary, and a commensurate pressure ultimately to expand the UGB, resulting in the loss of even more farm land and open space.

Air and Water Resources

The amount of vehicle miles traveled per capita increased at four times the population growth rate.

The environmental implications of our present patterns of development include increasing air and water pollution. Between 1970 and 1990, the amount of vehicle miles traveled per capita increased at four times the population growth rate. This has resulted in longer commute times, more commuter traffic on neighborhood streets, and a longer "peak traffic period".

Low density sprawl requires relatively large amounts of paved surfaces. The storm water runoff from roads contains contaminants which work their way into the water system. Therefore, the trend of low density urban sprawl contributes to water pollution as well as air pollution.



Ordinance 187832, Vol. 1.3.P, page 8865

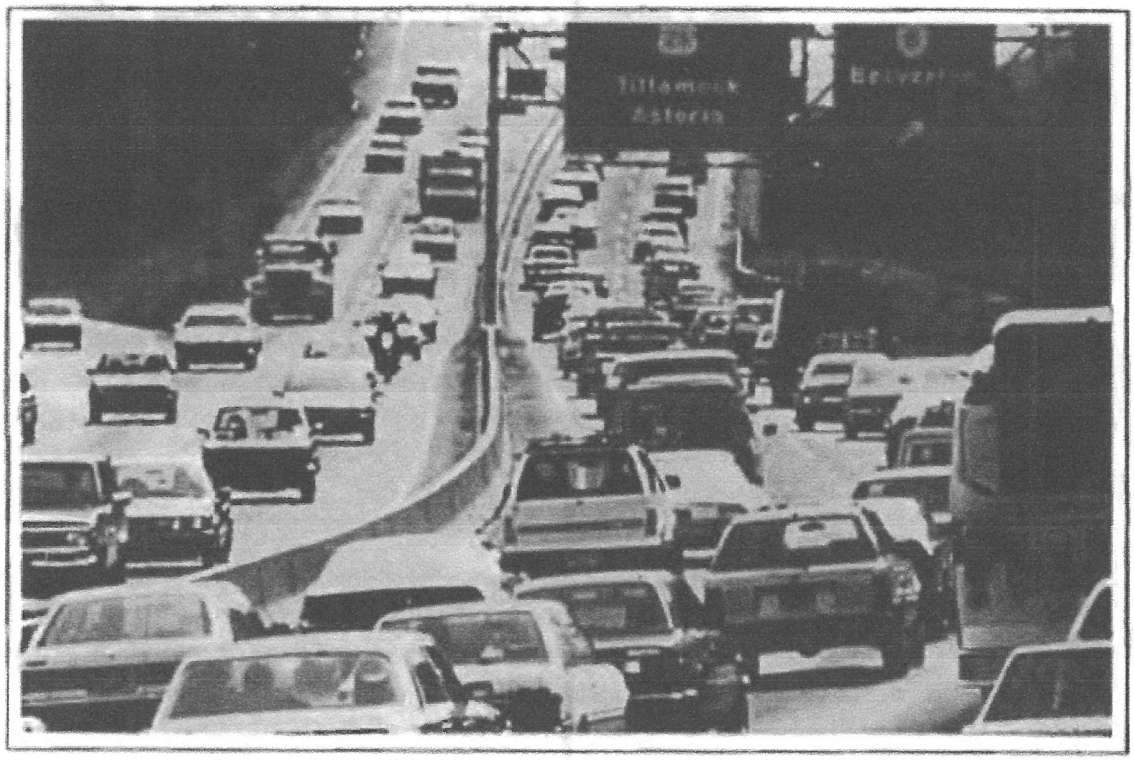
Public Transit Ridership

Another consequence of low density suburban development is that it is heavily dependent on the private automobile. In order for transit to be cost-effective, mass transit requires certain minimum residential densities. Other kinds of development can also be best served where development is similarly concentrated, for example, in mixed-use centers. If development is instead at a low density with few housing units per acre, with scattered commercial and industrial development, then transit service will be costly and service will likely be infrequent. As the region is about to invest $750 million in its second light rail line, the public has a vital stake in making transit as economically feasible as possible. Not only will this help repay the public investment, it will also reduce the potential auto traffic and resulting air pollution which will otherwise occur.

In order for transit to be cost-effective, mass transit requires certain minimum residential densities.

Traffic Patterns/Congestion

Low density development, difficult to serve by public transit, means increased traffic and traffic congestion. Major arterials become clogged with



Ordinance 187832, Vol. 1.3.P, page 8866

peak hour traffic and commuters are drawn to neighborhood collectors to avoid the traffic jams. This, in turn, diminishes the quality of the neighborhoods through which these streets pass. The auto driver on the other hand, has to deal with the aggravation of traffic jams, gridlock and competition for parking spaces and the "emotional" cost involved. More and more, this aggravation is not limited to the rush hours—like Seattle and California, it is becoming more common to face traffic woes during non-peak periods and weekends.

The average household in a relatively high-density, central city location, drives only half as much as the average household in a low-density, outer suburban location.

Compact communities reduce the need to travel. The average household in a relatively high-density, central city location, drives only half as much as the average household in a low-density, outer suburban location according to David Goldstein and J. Holtszclaw in *Efficient Cars in Efficient Cities* (Natural Resources Defense Council, 1990).

Employment

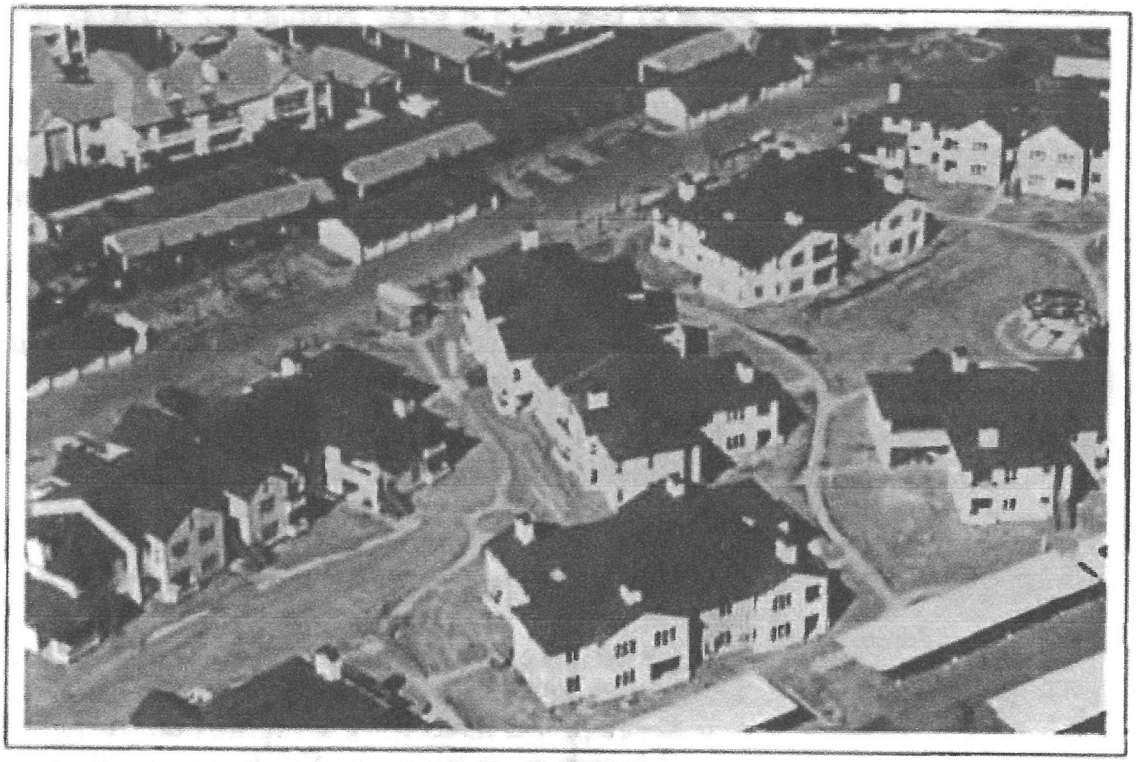
In addition to the negative environmental ramifications of many of the current patterns and trends in the metropolitan area, there are negative economic consequences as well. Although industry currently contributes a relatively small portion of the total air pollutants in the Portland region (7 percent), as stricter emission controls are imposed, they conceivably could impact on future economic development. Reportedly, the tougher air pollution restrictions here was one of the reasons Intel decided not to locate its newest plant in this area. According to the Director of the Oregon Department of Environmental Quality, we face a growing "trade-off between jobs and automobiles", the major source of pollution. Development patterns which rely solely on the automobile, and which thereby generate a high level of auto emissions, can discourage economic development.

Development patterns which rely solely on the automobile, and which thereby generate a high level of auto emissions, can discourage economic development.

Cost of Public Services

One of the major reasons for encouraging more development in the city, and other older areas of the region, is to make maximum utilization of the existing public investment in infrastructure and public services. This includes not just transportation facilities,

Ordinance 187832, Vol. 1.3.P, page 8867



but also water, sewer, parks and other public facilities. A very large public investment has already been made in such facilities, and additional major investments are underway or planned. The mid-county sewer project and the Combined Sewer Overflow project are two such projects. Encouraging additional growth in the area already served by public facilities, as opposed to development on the fringe of the urban area, will be more cost-effective and help repay the cost of such investments.

On the other hand, the cost of serving totally new suburban development can be much higher. The September, 1992 issue of "Development" reported on the costs of serving new residential subdivisions. The article notes that "numerous studies dating back to 1955 all point toward the same conclusion: sprawl is a significant burden on both home-buyers and taxpayers". One study from Rutgers University reports that it costs $12,000 to $15,000 more to serve suburban homes than homes in more compact urban settings. Some communities now charge impact fees to try to capture this cost, but off-site development costs (trunk sewers, water mains, schools, fire stations, treatment plants, widened arterials, etc.) are usually

Sprawl is a significant burden on both home-buyers and taxpayers.

Ordinance 187832, Vol. 1.3.P, page 8868

borne by taxpayers at large. Another consequence is the inequity in taxing rates: few taxing districts impose higher taxes on the homes which are the most expensive to serve.

Sprawl is enormously and unnecessarily costly. The Rutgers University Study concluded that planning for compact versus sprawl development would save $1.38 billion in roads, water, sewer and school construction in New Jersey over the next 20 years. It would also save $400 million in annual municipal and school operating costs.

Social Impact/Quality of Life

In addition to the environmental and economic consequences of the current development patterns and trends, there is a third broad category which might be called "social", or "quality of life" aspects. The fact that most of the growth in the region is taking place in the suburbs, and that much of this new development tends to be in higher than average valued homes or rental residential development, is resulting in a growing gap between housing in the suburbs and housing in the city. Affordable housing for many people is limited to the older areas of the region. In turn this reflects on the cultural make-up of communities, with the suburbs tending to be more economically and culturally homogenous, and with the income gap widening between city and suburbs. One of the greatest challenges to the City is to demonstrate the advantages of urban living. These include better proximity to jobs and culture (and the resulting reduction in transportation costs and commute times), and the richness of urban life.

Neighborhood Schools

One of the reasons people are attracted to the suburbs is better schools, though in some cases this may be more perceived than real. In the city on the other hand, the loss of school-age students may result in the closure or threatened closure of schools. Schools are frequently the heart of a neighborhood, and suburban flight represents a serious threat to school viability. Conversely, increasing the numbers of school age children (through an increase in the number of hous-

Ordinance 187832, Vol. 1.3.P, page 8869

ing units) would help to assure that schools remain open.

Public Safety

The loss of inner-city population and vitality also bears on the issues of safety and crime prevention. Community policing works best with densities large enough to facilitate police on foot rather than in cars. Low-density, spread-out development requires police to use automobiles. Moreover, traditional mixed-use development contributes to neighborhood safety. Businesses and apartment buildings which turn their backs on the street (i.e., with blank walls on ground floor facades) create a much more dangerous streetscape than is the case when there is a strong pedestrian orientation to buildings.

Traditional mixed-use development contributes to neighborhood safety.

Design

Yet another negative consequence of sprawl concerns aesthetics: low densities can't sustain a strong pedestrian environment—businesses and residences are located too far apart from each other. On the other hand, higher density, and particularly mixed use development, creates at least the potential for better, pedestrian oriented design. This type of development sets the stage for a richer street life, with sidewalk cafes, opportunities to window shop and to "people watch."

Conclusions

This chapter has addressed the most critical consequences which are likely to occur if current trends continue—more dispersed development; loss of farmland and natural areas; greater dependency on the auto, and increased traffic congestion; more air and water pollution; less mobility; and higher service costs. In a word, Portland and the region stands to lose much of its livability.

To counter these trends and their negative implications, Portlanders must address not merely how to attract and accommodate more growth, but how to make growth appealing as well. Well-designed, higher density/mixed-use development can make the

Ordinance 187832, Vol. 1.3.P, page 8870

City a more desirable place to live, creating a richer pedestrian environment and supporting a diversity of services and features which meet the economic, social, and environmental needs of people. Much of the rest of this report addresses how the Livable City Project might help achieve this richer urbanity.

Ordinance 187832, Vol. 1.3.P, page 8871

Original Growth Concepts

Introduction

In February 1992, the Planning Bureau published a booklet which briefly outlined six growth concepts. The concepts were proposed as ways in which the city might accommodate additional development, while at the same time preserving the livability of city neighborhoods. The six concepts are:

- Existing Patterns
- Central City Plan Area
- Transit Stations
- Main Streets
- Design Infill
- Opportunity Sites

"Nothing needs to be invented; everything needs to be rediscovered."

- Luigi Snozzi
Swiss architect

The six concepts were the basis for much of the outreach and research conducted during the first phase of the Livable City Project. The remainder of this Chapter describes the concepts with relevant background information. The strategies which have evolved from these original concepts are presented in the later Chapter, "Proposed Growth Principles."

Existing Patterns

Existing patterns of development is the development which is taking place right now. It includes both single-dwelling houses on vacant infill sites and in new subdivisions, as well as multidwelling housing in apartments, condominiums and rowhouses.

According to building permit records, during the ten-year period, 1971 to 1980, the City of Portland showed a net gain of 13,899 housing units. The U.S.

Ordinance 187832, Vol. 1.3.P, page 8872

Much of the multifamily residential construction occurred in the suburbs, particularly Washington County.

Census, on the other hand, shows an increase of 16,020 units during this same period.

The recession of the 1980s resulted in a much slower rate of new housing construction. From 1981 to 1991, the number of building permits issued in the city showed a net increase of only 6,020 new housing units. The census information on the other hand, shows an increase of 30,457 housing units. This very large discrepancy is due primarily to annexation, but also includes housing units created through unrecorded conversions.

City of Portland between 1980 and 1990 was less than 30 percent of what it had been between 1970 and 1980. What happened was that not only was there a recession, but also much of the multifamily residential construction occurred in the suburbs, particularly Washington County.

The City of Portland still has a considerable amount of vacant residentially-zoned land. According to the Metro Regional Information System, there are a total of 6,520 acres of vacant residentially-zoned property within the City's urban services area. Of this total, 5,890 acres are zoned for single-dwelling units and 630 acres are zoned for multidwelling units.

Central City Plan Area

As in many other cities, people are rediscovering the advantages of living in or close to the downtown area, especially when faced with the alternative of increasingly time-consuming commuting. There are advantages to living in the Central City which no other area can claim.

The Central City contains the largest concentration of jobs in the entire state. Current employment is estimated at over 130,000. Living in the Central City not only provides easy access to employment, but also the largest shopping concentration in the metropoli-

Ordinance 187832, Vol. 1.3.P, page 8873

tan area, as well as arts, entertainment, sports and cultural festivities.

Both the Downtown Plan and the Central City Plan called for increasing the supply of Downtown/Central City housing. The Central City Plan called for the construction of at least 5,000 new housing units in the Central City by the year 2010. More recently, the Central City Transportation Management Plan (CCTMP), currently in progress, has suggested a revised goal of 15,000 new housing units in the Central City. The CCTMP has found that there is more than sufficient land to accommodate an additional 15,000 new housing units and the development of additional housing in the Central City appears to be one of the most significant transportation investments the City of Portland could make.

Additional housing in the Central City appears to be one of the most significant transportation investments the City of Portland could make.

The City currently employs multiple strategies to preserve the existing Central City housing stock and encourage new housing construction. These include:

- Specific goals, policies and objectives to encourage Central City housing—including the Central City Plan, the Downtown Plan, the various urban renewal plans and programs such as the Downtown Housing Preservation Program;

- Land use controls to encourage housing, including RH and RX high density residential zones; required housing areas; floor area and height bonuses for housing and residential bonus target areas;

Ordinance 187832, Vol. 1.3.P, page 8874

- Land acquisition, site control and public infrastructure investment; and
- A variety of financing assistance including—equity partnership, direct loans and grants, federal tax credits, and property tax abatement.

The rate of new Central City housing construction which these strategies helped produce in the period 1988-1992 was such that if continued it would soon result in the accomplishment of the 5,000 new housing units goal of the Central City Plan. The current uncertainty of tax increment financing, however, could jeopardize possible achievement of this goal. Achieving the high growth scenario of the CCTMP would require tripling the recent rate of Central City housing construction.

At the same time, however, there are a number of projects and proposals which, if built, could dramatically change the future outlook for new Central City housing.

Proposals for the River District, North Macadam and the Lloyd District have the potential to add 12,500 new housing units in the Central City. Additional information related to the Central City growth concept is contained in the report on Central City Housing (Appendix A).

Transit Stations

The transit stations area development growth concept, like the Central City and Main Streets concepts, is directed at accommodating a mix of commercial and multifamily development. All three concepts are closely tied to the availability of public transit. The Central City concept is focused on the area with the best transit service in the region and the hub of the regional transit system. The Main Streets concept is a

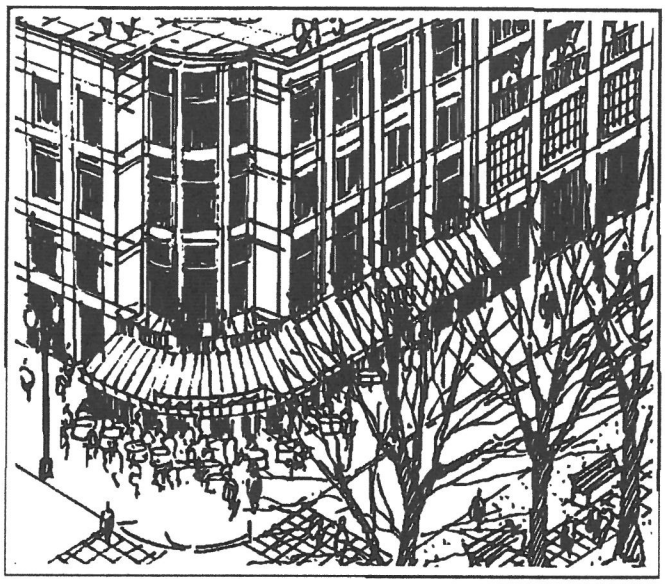
Ordinance 187832, Vol. 1.3.P, page 8875

corridor development concept, focusing on the most heavily serviced transit routes. The transit stations area concept is a nodal development concept which focuses on encouraging higher density transit-oriented land uses and design features around existing and future light rail stations.

The recently published book, *Planning and Design for Transit* (Tri-Met, 1993) states:

> Transit supportive development is a strategy to (a) increase concentrations of population and employment in corridors and nodes of good transit service, (b) encourage a mix of appropriate land uses and (c) design developments and public right-of-way improvements to be pedestrian oriented. In many cases current development projects could become transit supportive with minor modifications. In other cases, market forces will need to be encouraged to produce transit supportive development.

Light rail transit station areas are logical places to encourage higher density residential development and a mix of uses including residential, commercial, and certain other employment-generating uses. Concentrating development in such areas serves multiple public benefits. It helps encourage greater use of the transit system and, through higher transit ridership and increased transit income, it helps repay the large investment the region has made in the light rail transit system. Like the Main Street concept, it concentrates higher density development in limited areas, and thereby minimizes the potential impact on adjacent neighborhoods. The creation of a transit/pedestrian environment in the station vicinity helps to reduce auto traffic and creates a focus for public and



The creation of a transit/pedestrian environment in the station vicinity helps to reduce auto traffic and creates a focus for public and private investment.

Ordinance 187832, Vol. 1.3.P, page 8876

private investment. The resultant local neighborhood centers help provide local services for the entire area.

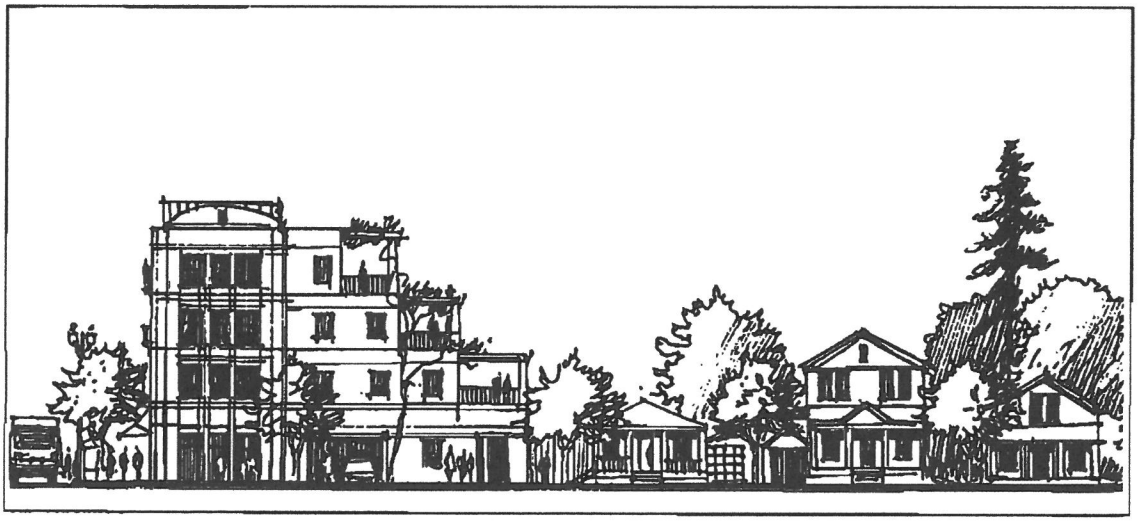
Main Streets

Main Streets is a development concept which involves encouraging higher density mixed-use development along selected arterials, with a minimum impact on adjacent neighborhoods. If properly designed, the intensification of development along a Main Street can benefit an entire neighborhood. It can help provide a focus for the neighborhood with more convenient local shopping, professional services and community facilities. The entire neighborhood also benefits from the higher level of transit service which can occur.

It can help provide a focus for the neighborhood with more convenient local shopping, professional services and community facilities.

Possible Main Streets are arterial streets in predominantly low and medium density commercial/residential areas which are directly served by public transit. They have the potential for increased commercial use and for providing multifamily residential housing. Although no existing streets in the city embody the entire Main Streets concept, portions of streets such as S.E. Hawthorne, S.E. Belmont, S.E. Division, N.E. Broadway, N.W. 21st, N.W. 23rd and S.W. Capitol Highway in Multnomah contain many elements of the concept.

Main Streets would be developed as mixed-use corridors with frequent transit service. The overall density of the development would be related to the existing neighborhood character and the level of



Ordinance 187832, Vol. 1.3.P, page 8877

transit service. At major intersections of two transit corridors, development nodes would be created to help form local service centers.

The development form along Main Streets would emphasize continuous stretches of medium rise (2-5 stories), human-scale buildings of high quality design. It would include small and medium density multifamily buildings as well as mixed-use buildings with ground-level commercial development facing the street.

The Main Street concept includes a strong street orientation , creation of a pedestrian-friendly environment, and on creating a focus for the adjacent area. Compatibility with surrounding neighborhoods is essential.

Compatibility with surrounding neighborhoods is essential.

The Planning Bureau, the Office of Transportation, Tri-Met, as well as individual private citizens have suggested various streets and segments of streets which might be developed as Main Streets. All together, these potential Main Streets total some 98 miles of city streets.

Not all segments of potential Main Streets need be developed as medium density, mixed-use development, oriented particularly to pedestrians. Some segments may continue to have a greater emphasis on a variety of single-use buildings. The primary emphasis in these areas is to encourage a greater mix of uses at densities and in locations that support the use of transit.

Designed Infill

The designed infill concept seeks to increase the number of residential units in residential zones, while at the same time preserving the single-family character of these areas. Carefully designed infill development can not only be compatible with existing neighborhoods, but can actually enhance them.

Ordinance 187832, Vol. 1.3.P, page 8878

The main element of the design infill concept is add-a-rentals, whereby additional dwelling units are created by adding compatible accessory rental dwellings to existing single-dwelling homes. The growing demand for more affordable housing has resulted in many communities considering allowing such development. The second unit can be added by such means as—conversion of a garage, an addition over a garage, use of an attic or basement, or by a dormer addition to the second story. In order to ensure that new development is compatible with the existing community, some form of design control is essential.

In order to ensure that new development is compatible with the existing community, some form of design control is essential.

The existing city code allows for accessory rental units (add-a-rentals) in certain situations to:

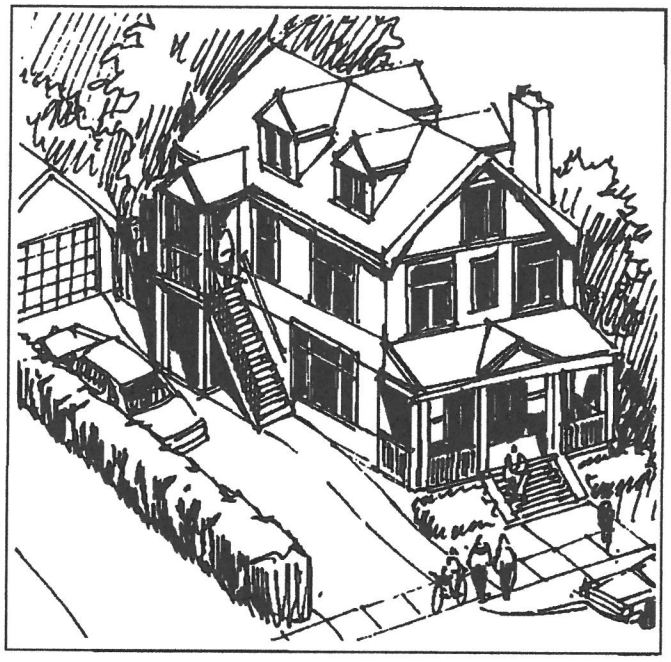
- allow for more efficient use of large, older homes
- provide for more affordable housing
- provide additional density with minimum loss and disruption to existing neighborhoods
- maintain the single-dwelling character of the house

Accessory rental units are currently only allowed as an auxiliary rental unit in an existing house. The accessory rental unit may be created only through the internal conversion of the existing living area, basement or attic. An accessory rental unit may not be created through the conversion of a garage. The home must be owner-occupied and must continue to be owner-occupied. The home in which the new unit is added must also be at least five years old.

Building permit information indicates that the existing code provisions for accessory rental units has resulted in a modest increase in the number of housing units in the city. In the five years between 1982 and 1986, there were 40 building permits issued for new accessory rental units. However, the large discrepancy

Ordinance 187832, Vol. 1.3.P, page 8879

between building permit data and census housing data indicates that many more accessory rental units are created without benefit of a building permit. The main reason why so many more "illegal" accessory rental units are created than legal ones is probably economic. People may seek to avoid the likely increase in property taxes, and also the building and development permit fees involved with a legal accessory rental unit. These fees can account for a significant percentage of the total cost of creating the accessory unit.



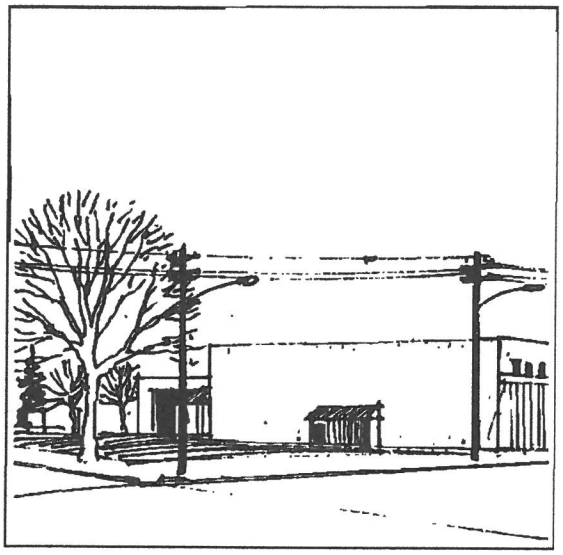
The Alternative Design Density Zone being considered as part of the Albina Community Plan would expand the ways in which add-a-rentals might be allowed in the city. The primary residence would still have to be owner-occupied, but add-a-rentals would no longer be limited to the existing house frame. It would be possible, for example, to convert an existing garage or build a rental unit above a garage so long as the garage is 40 feet back from the street.

In addition to the add-a-rental provisions, the Albina Community Plan also contains a number of other provisions aimed at increasing the supply of affordable housing in the city. It would allow the construction of two housing units instead of one on lots in the R5 zone which have been vacant for five years or more.

The zone also allows multifamily structures which do not conform to the current code if an existing structure is accidentally destroyed. In such cases, the property owner would be allowed to rebuild at the old density and the previous development standard.

The Alternative Design Density provisions being proposed as part of the Albina Plan would be citywide. However, in order for them to apply to a specific property, the property would have to have an "a" overlay zone designation. The "a" overlay zone would be applied through the Community Planning

Ordinance 187832, Vol. 1.3.P, page 8880



Process. See the chapter on Proposed Growth Principles for more discussion of coordination between the Albina Community Plan and the Livable City Project on this subject.

Opportunity Sites

Scattered throughout the City of Portland are sites of varying sizes which represent frequently unrealized opportunities for the development of housing or mixed-use projects. Development of these sites has the potential to improve the surrounding neighborhood. They range from vacant, weedy, abandoned lots to under-utilized or boarded-up commercial properties, to large tracts of land that may be in transition—such as rail yards and old gravel pits.

They range from vacant, weedy, abandoned lots to under-utilized or boarded-up commercial properties, to large tracts of land that may be in transition—such as rail yards and old gravel pits.

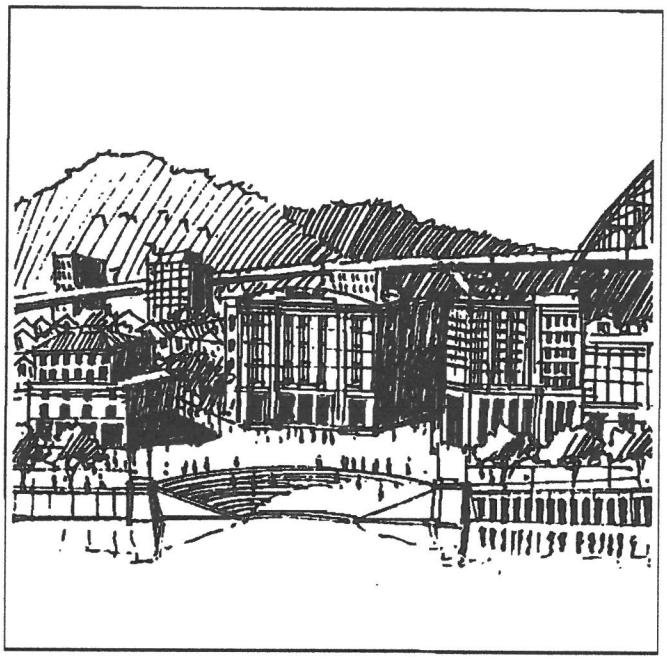
Opportunity sites consist of:

1) All vacant properties currently zoned for some nonresidential use (i.e., commercial, industrial) which have potential for future residential or mixed-use development.
2) All developed but under-utilized properties which are zoned for some nonresidential use (i.e., commercial, industrial) which have potential for redevelopment for residential or mixed-use.
3) Developed residentially-zoned property which is not actually in residential use, but which has the potential for redevelopment for residential or

Ordinance 187832, Vol. 1.3.P, page 8881

mixed-use (an example might be a school site which is no longer required for use as a school and which is zoned residential).

4) Residentially-zoned property which is currently developed for residential use and which due to the current condition and/or location of the property has the potential for redevelopment at a significantly higher residential density.
5) Vacant residentially-zoned parcels.



Although Central City development is considered under a separate growth concept, the Central City area can be used to provide some outstanding examples of "Opportunity Sites" which have either already been redeveloped for residential and mixed-use development, or where such redevelopment is currently being planned.

The River Place development at the southern end of Downtown, is a prime example of redevelopment of an opportunity site. For decades this multi-acre parcel was devoted to single-story warehouses, industrial operations and a power plant. In the last ten years, it has been gradually redeveloped into a major mixed-use project with housing, an hotel, retail development, an athletic club, boat moorage and auxiliary parking.

The River City development proposed for north of Downtown is another example of an "opportunity site" redevelopment of a large area. In this case, the former rail yards and the adjacent areas are currently being planned for future residential and mixed-use redevelopment. The North Macadam area also represents another large opportunity site. On a smaller scale, the conversion of old warehouses in the Pearl District into new loft apartments, is yet another example.

Many cities are currently rediscovering the redevelopment potential which lies in some of the older

Ordinance 187832, Vol. 1.3.P, page 8882

industrial and commercial areas of the city. The City of Vancouver B.C., for example, already has or is in the process of converting much of its former industrial properties into new residential or mixed-use development. Similar opportunities exist in Portland and not just in the Central City.

Opportunity parcels, however, are not limited to large parcels. There is a multiplicity of small opportunity sites in many neighborhoods in the city. Right now they often constitute local "eyesores", but they can also be regarded as opportunities.

They often constitute local "eyesores", but they can also be regarded as opportunities.

The following is a listing of some of the larger potential opportunity sites which could conceivably be redeveloped for residential or mixed-use development over the next 20 years or so.

- Brooklyn railyards
- Cully gravel pits
- Portland Meadows Racetrack
- Foster Drive-in
- Publishers Paper site
- Expo Center Parking
- Dwyer site
- Eastport Plaza
- Mt. Scott Fuel Company site
- Consolidated Freightways property (part)

These are only a handful of the potential opportunity sites. Both the Albina Community Plan and the work done for the Southeast Plan list many more smaller sites. Encouragement of the redevelopment of these opportunity sites is particularly desirable when such redevelopment would also help advance other objectives—such as increased development in the vicinity of light rail stations or along potential Main Streets. There could also be other target areas in which redevelopment of opportunity sites might be particularly encouraged such as in the vicinity of colleges and hospitals. Emmanuel Hospital, for example, is such a facility with a number of small opportunity parcels in the vicinity of the hospital.

Ordinance 187832, Vol. 1.3.P, page 8883

Pilot Projects

Introduction

A key component of the Livable City Project is the series of three pilot projects addressing how the growth concepts might apply to specific sites in three neighborhoods. The pilot projects were undertaken by the Portland Planning Bureau in cooperation with three neighborhood district coalition offices, with assistance from the State Department of Land Conservation and Development's Urban Growth Management Grant Program. The State's interest was to test how the concept for specific development planning might work state-wide. Some advantages of the specific development planning process are listed below:

- Bring together adjacent property owners, existing residents and businesses to create a vision for the neighborhood;
- Increase the mix and density of infill development by designing it into plans developed and approved with the neighbors;
- Gain approval and certainty for both developers and neighbors for housing and community uses which often encounter opposition;
- Encourage and secure the benefits of mixed-use development;
- Carry out transit and pedestrian-oriented community designs in metropolitan areas; and

"Most new things are not good, and die an early death; but those which push themselves forward and by slow degrees force themselves on the attention of mankind are the unconscious productions of human wisdom, and must have honest consideration, and must not be made the subject of unreasoning prejudice."

- Thomas Brackett Reed
North American Review
1902

Ordinance 187832, Vol. 1.3.P, page 8884

- Grant local government planners and residents an active role in designing the community, rather than reacting to developers' proposals.

The projects involved working committees composed of residents of the neighborhood and constituent interests such as landowners, financiers and developers. The goal was to create a model development plan for specific sites which could have broader city-wide applications. After each neighborhood produced its plan, the Planning Bureau assessed how well the model plan complied with the current zoning code. The process provided "hands on" experience for residents interested in molding the growth concept to their neighborhood and tested how certain site-specific plans evolving from the growth concepts fitted into present zoning.

The process provided "hands on" experience for residents interested in molding the growth concept to their neighborhood.

What is a Specific Development Plan?

A specific development plan refers to a proactive approach to public planning which results in private, phased development that responds to specific neighborhood and city objectives for new development. The plan acts as a mechanism for securing the cooperation of property owners within a given planning area. In California, specific development plans have been applied to large areas.

A slight variation of the specific development plan approach was undertaken with the growth concept pilot projects. The pilot projects were much smaller scale than the typical 100-acre plus California plans, and were designed to "retrofit" fully or partially developed areas. The three Livable City growth concepts that were tested included "Designed Infill" by Neighbors West/Northwest, "Main Streets" by Southeast Uplift, and "Transit Stations" by Central Northeast Neighbors at the existing MAX Hollywood Transit Station.

The main goals and objectives of the projects were as follows:

1. Provide for a working partnership of each neighborhood's citizen advocates, landowners, developers, financiers and the City to achieve

Ordinance 187832, Vol. 1.3.P, page 8885

consensus within the neighborhood on scale, character and quality of potential infill development in the neighborhood.

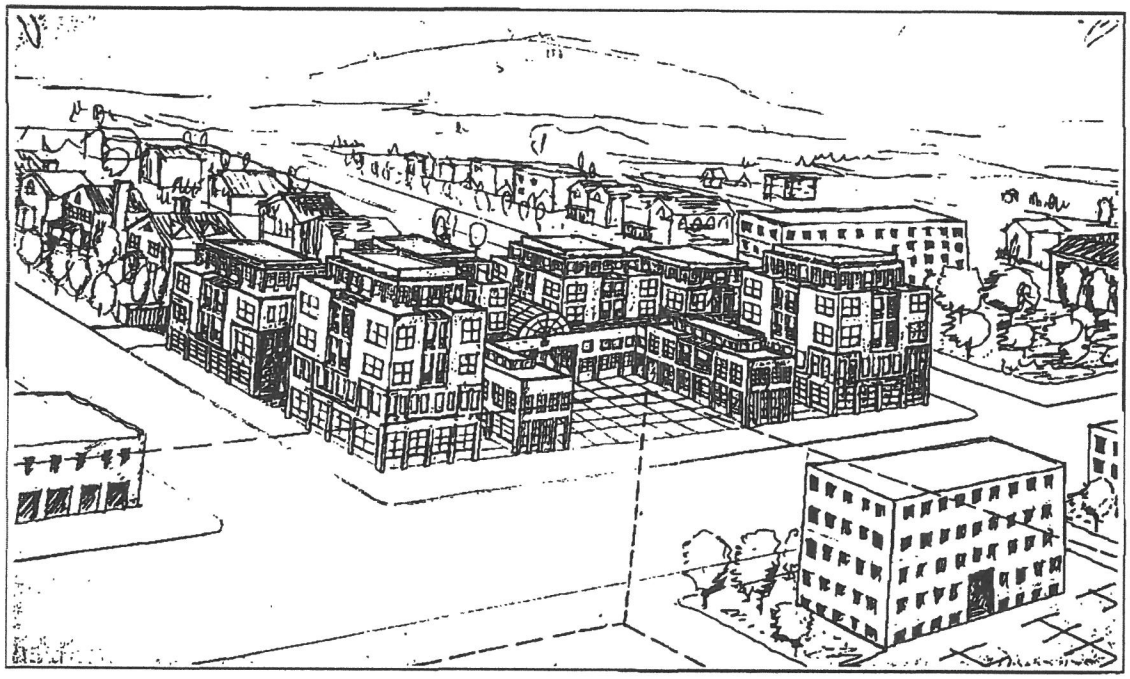
2. Develop an inventory of deficiencies in the area immediately surrounding the site, followed by a long range vision and action plan that identifies responsible parties and funding mechanisms for correcting the deficiencies.

3. Propose model building designs with plans for land use, streetscape, density and infrastructure (especially transportation-related) agreed to by the committee.

4. Provide a model process for future planning efforts in Portland and elsewhere.

Designed Infill—Neighbors West/Northwest

The Neighbors W/NW Coalition initially announced the project in neighborhood newsletters, calling upon neighborhood residents to select potential sites and attend workshops to address infill. Four neighborhood associations (Forest Park, Goose Hol-



Ordinance 187832, Vol. 1.3.P, page 8886

zones, except the open space zone. The 45-foot height limit in the CS zone poses some challenge. The preferred height of buildings was the subject of much discussion by the working group because the neighborhood currently has extreme variations of existing and zoned building heights. It was recommended that 4-5 stories be considered as the optimum height for infill in most locations. The plan offers some excellent suggestions for design qualities which new construction should incorporate, to better integrate with the varied elements making up the character of Northwest Portland. Currently, the CS zone does not have any such design standards.

It was recommended that 4-5 stories be considered as the optimum height for infill in most locations.

The parking aspects of the plan are generally in accord with the zoning code. Shared use parking is allowed and even encouraged in the code. This is a particularly useful tool in the CS zone, where there are no minimum parking requirements—therefore, one need not limit a certain number of parking spaces to a specific use. Informal discussions between the project's managers and Good Samaritan Hospital have concluded that options for housing above retained existing surface parking should be considered as part of the Infill Plan.

The OS zone currently applies to the publicly-owned Collins Circle which has been incorporated in one scenario into a mixed use development with open space. While the model plan would actually increase the amount of usable open space, the mixed use nature of the project would be prohibited under OS zoning.

Summary

Highlights of the Designed Infill Pilot Projects included two workshops in late 1992, addressing principles of infill. In addition, the results of the Designed Infill process were presented to both the Goose Hollow and NWDA Boards. Design and use issues discussed showed support for 4-5 floors of mixed retail, residential and small office uses with center-block open space. There was a recurring notion throughout the process to try to involve the residents and landowners/developers early in the development process in order to address design principles or guidelines which are acceptable to the

Ordinance 187832, Vol. 1.3.P, page 8887

neighborhood. Finally, the Neighborhood Design Review Conference held on Saturday, May 8, 1993, was attended by 130 people.

Main Streets—Southeast Uplift

This project fit perfectly into the "vision of Southeast Portland" work already underway by Southeast Uplift in 1992. Initially, there were five potential "Main Street" areas that were two to three blocks long (a reasonable study area considering the time and resources available) as noted below:

- Belmont Street between 33rd and 35th Avenues
- Hawthorne Street between 22nd and 24th Avenues
- Division Street between 35th to 37th Avenues
- Stark Street between 78th and 81st Avenues
- Foster-Woodstock couplet between 91st to 93rd Avenues

Division Street was chosen based on criteria established by a selection committee (see Appendix C for Southeast Uplift Main Streets Plan).

Ed Starky, project coordinator, provided the services of University of Oregon students for marketplace analysis, and Thia Bankey contracted for architectural services. The Richmond Neighborhood and Division Street Merchants Association actively supported the project, and a series of workshops and open houses were held between February and May. Coincidentally, during the project's mid-point, Nature's Fresh Northwest opened its new store at 30th Avenue and Division Street which spurred property and business owners to request an extension of the project. With additional State planning funds, the project has now been extended from 35th Avenue westerly to 30th Avenue so that the final report will

Ordinance 187832, Vol. 1.3.P, page 8888

include both sides of seven blocks on Division Street.

While the major focus for Neighbors W/NW was design and principles for infill, the focus for the Southeast Uplift project was financial analysis, development potential and related infrastructure improvements. Architectural renderings, structural analysis of some buildings, space design and business surveys have been compiled for the 35-37th Avenue segment, and will be completed in early July for the extension to 30th Avenue.

Zoning Analysis

As mentioned above, the Main Streets project has received a grant bonus and extension of the project to include five more blocks. The additional funds includes provisions for Southeast Uplift to address zoning implications of the entire project, however, with the extension, this analysis will be completed in mid-June, 1993.

Summary

The Main Streets Pilot Project showed substantial interest among landowners and businesses to join in the planning project. Market studies on existing buildings show that some renovations to include housing additions and structural code upgrade are economical. Also, preliminary estimates are that it would take $265,000 for two blocks of infrastructure improvements to make a transit and pedestrian-friendly streetscape. Most importantly, there has been interest from one of the building owners to actually proceed with plans to add two floors of housing to an existing single-level commercial structure.

Market studies on existing buildings show that some renovations to include housing additions and structural code upgrade are economical.

Transit Stations - Central Northeast Neighbors

By the very nature of the Transit Stations Growth Concept, the study site for this project was defined as a 1/4 mile radius, or a five minute walk from the station. The Elks Club site immediately across from the Hollywood Transit Station was selected as the primary site for the model plan, with other surround-

Ordinance 187832, Vol. 1.3.P, page 8889

ing vacant land bounded by I-84, Sandy Blvd. and NE 43rd also under consideration (see Appendix D for Central Northeast Neighbors Hollywood Transit Stations Plan).

This was the only project in which the site was selected before the working group got underway, which affected the working group's full ownership of the project. Also, the transition of owners caused by the sale of the Elk's Club site to Gold's Gym midway through the project prevented continuity from the landowner's perspective.

There were many issues already needing to be addressed when this project got underway, including the "future of Hollywood", parking (existing and proposed), elderly housing, the relationship of the area to Providence Hospital, and many vehicular circulation issues relating to the 1986 Hollywood Transportation Improvement Project. Because of the complexity of these issues, in addition to the project's primary orientation to a transit station model plan, Thomasina Gabriele, an independent project coordinator, was asked to manage the project with James Pettinari, whose University of Oregon architectural students attended the meetings.

Zoning Analysis

The draft Hollywood study describes opportunities for five subareas. Subarea 1 represents the core of the study area. The proposal calls for medium to high density, vertically mixed-use development in the core, with retail focused along Halsey Street. The CS zone allows this range of uses, although the 45-foot height limit could preclude the taller structures described later in the report. Subarea 2 represents the commercial corridor along Sandy Boulevard. Virtually all of this subarea is zoned CS, like the core area. Likewise, the same range of uses are allowed, although the taller "landmark" buildings proposed at the edges of this subarea would require adjustments to exceed the 45-foot height limit.

Subarea 3 is described as the transition zone between the most intense development in the core and residential areas further east. This subarea also is zoned CS, except for the RH zoning at 44th Avenue

Ordinance 187832, Vol. 1.3.P, page 8890

and Halsey Street. This area is targeted for infill housing development, primarily on existing surface parking lots (see parking comments, following paragraphs). Subarea 4 represents the eastern edge of the study area. It is targeted for minimal change—primarily incremental residential infill. Finally, the Copeland Lumber site on the south side of Halsey is zoned CS, which allows the proposed office use.

The parking issues which the plan raises are generally in accord with the zoning code. Shared-use parking is allowed and even encouraged in the code. This is a particularly useful tool in the CS zone, where there are no minimum parking requirements—therefore, one need not limit a certain number of parking spaces to a specific use. However, parking lots in residential zones cannot be used for commercial use. Shared-use parking therefore only works in the commercial zones.

The provision of off-street parking for infill development can be a challenge. While the suggestion of minimum parking ratios for new development may have some merit, there is currently no mechanism to require parking in the CS zone. In addition, the minimum parking ratio in the R1 zone is one space per unit, regardless of the number of bedrooms per unit. In the RH zone, the off-street parking requirement is only one space for every two units. The greatest challenge is for small infill lots, such as the typical 5,000 square-foot lot in the R1 zone. Surface parking requires five-foot landscaped buffers, which is a considerable area on a 5,000 square-foot lot, however, the economics of small-scale development does not support underground or otherwise "hidden" parking.

The structured parking at 39th Avenue & Halsey Street may also have some merit over the long term. This strategy of compensating for surface parking lost to infill development by building a common-use parking structure has been supported in the downtown area. Commercial parking is allowed in the CS zone, so this doesn't pose a problem. How large a structure would have to be determined. The height and FAR limits that apply to commercial development apply to parking structures.

The CS zone includes some requirements which

Ordinance 187832, Vol. 1.3.P, page 8891

could diminish the deleterious effects of a parking structure. These include the maximum setback requirement, coupled with the ground floor window requirement. Taken together, these requirements compel a retail base, at least on the street edges of the structure.

Some site or area specific provision would have to be created in the CS zone in order to incorporate a minimum parking requirement for new development. The "parking in the core area" section also calls for minimizing the size of surface parking lots. This concern is addressed by the CS requirement of a minimum building coverage of 50 percent. This effectively limits the size of surface parking and encourages underground or structured parking when a sizable number of spaces is desired.

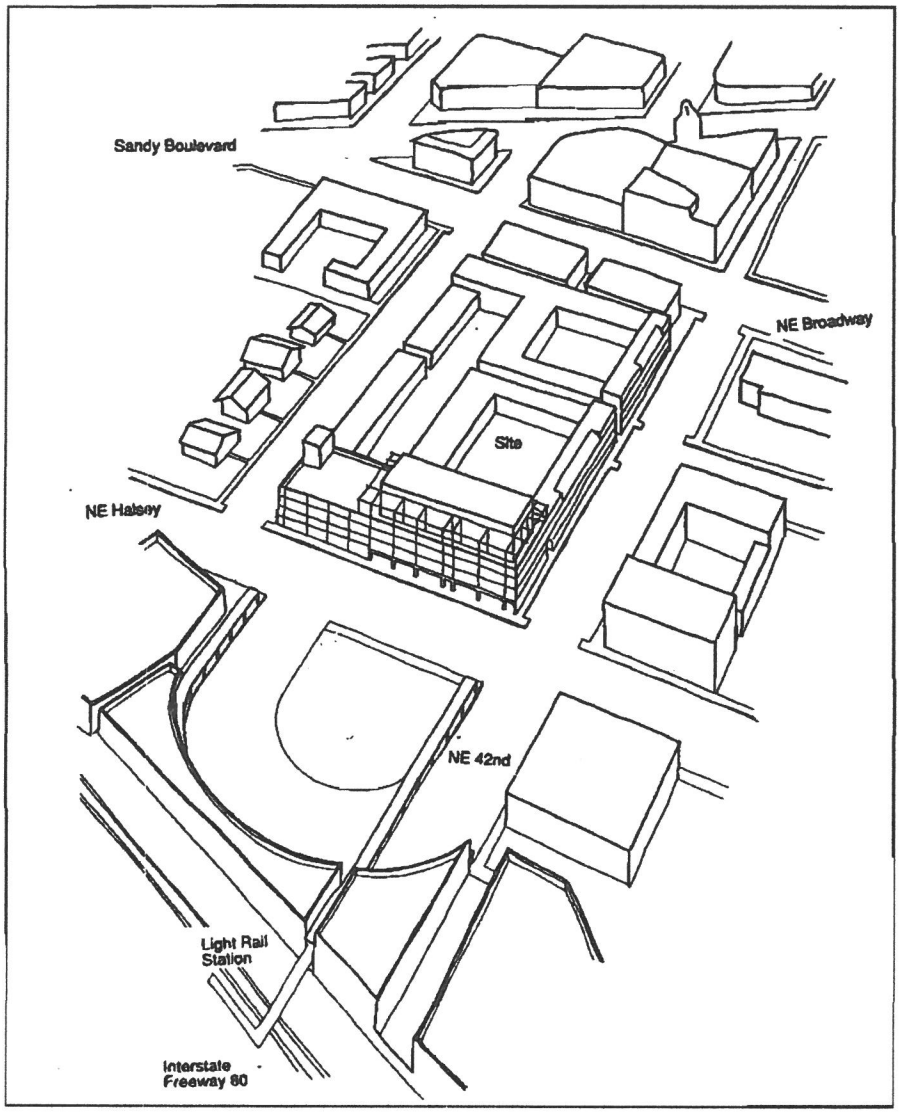
The section on "Public Open Space and Pedestrian Systems" offers suggestions for concentrating pedestrian-oriented uses in specific locations. Although the CS zone has a ground-floor window requirement, the use of the space behind the windows is not dictated. That is, there is no distinction between pedestrian and nonpedestrian uses. Banks, title companies, auto repair and the like are all allowed in this kind of setting, even though they are probably less pedestrian-oriented than restaurants, bookstores, or other retail establishments. However, with good design, the less pedestrian-oriented uses can be pedestrian-friendly. In order to specify particular commercial uses in particular locations, more than the base zone requirements of the CS zone would be required.

The signature "landmark" buildings at certain locations in Hollywood support transit use and the development of a neighborhood center.

The signature "landmark" buildings at certain locations in Hollywood support transit use and the development of a neighborhood center. An occasional taller building can strengthen identity in addition to providing higher densities which support street life and transit use. Adjustments to exceed the 45-foot height limit of the CS zone may be applied for, but this is an inappropriate mechanism. Rather, some kind of specific area plan which provides for taller buildings of a prescribed height in prescribed locations, and designed in prescribed ways, seems more appropriate.

Another point about the signature "landmark" buildings—the plan offers some suggestions which

Ordinance 187832, Vol. 1.3.P, page 8892



would ameliorate the effect of taller buildings in an area which currently lacks these structures. These suggestions include building articulation, scale, and relationship of voids (windows and other openings) to solids (columns, walls, etc.). Currently, the CS zone does not have any such design standards.

The proposal for upper-floor housing fits with the CS zone, which prescribes no density limit on housing. However, the 45-foot height limit could pose a challenge to this aspect where the taller buildings are proposed.

The section on "Building Character in the Core Area" offers some excellent suggestions for design qualities which new construction should incorporate

Ordinance 187832, Vol. 1.3.P, page 8893

to better integrate with the historic architectural context of Hollywood. Some advantage should be taken of the distinctive triangular shaped lots along Sandy (something unique to this commercial district). As noted above, there are no design standards currently in the CS zone. The most likely mechanisms are—creation of a design district, introduction of design-related standards in the zone, or implementation of a specific area development plan.

Summary

Based on the above analysis, the draft Hollywood Transit Station Specific Development Plan Project would require the following issues to be resolved:

- The height limit of the CS zone is 45 feet. This would preclude the two or three highrise "landmarks". It could also limit some of the core area mixed-use structures, since 45 feet would only accommodate about three and a half stories.

- The CS zone has no minimum parking requirement. Proposals calling for minimums (including higher parking requirements for larger residential units) could not be carried out under the existing zoning.

- The CS zone also has no provisions which would prescribe use or design. Suggestions in the proposal calling for specific uses in particular locations, or calling for specific design treatments, could not be enforced through the current base zoning.

- Shared parking facilities are allowed in the CS zone, but they are not allowed in residential zones. This could be a disadvantage, especially in the case of small infill lot development in the R1 zone, where it is difficult to provide require parking and required landscape buffers on site.

Overall, the Hollywood Station area planning process was a success. Model development plans were prepared for building "envelopes", uses, facades,

Ordinance 187832, Vol. 1.3.P, page 8894

parking, etc. for six blocks immediately north of the Hollywood Station. Many focused discussions also took place over the past six months and brought some consensus on some outstanding development issues. The project's working group intends to continue pursuing the model plan concept with the City as well as the business and residential community, and explore options for a community development corporation.

Ordinance 187832, Vol. 1.3.P, page 8895

Public Involvement: VPS ™ and Other Strategies

Introduction

Public outreach was one of the main goals of the first phase of the Livable City Project. This section describes many of the outreach activities. The pilot projects that also had a large outreach component were described in the previous chapter. The response received from these activities has been incorporated into the recommendations for future strategies described in the chapter on Growth Principles and also influenced the recommendations in the chapter on Implementation Strategies for Phase II.

The Livable City Project worked closely with the Office of Transportation, Regional Rail Program due to the similarity in messages between the projects. Outreach staff from the Regional Rail Program assisted with outreach for the Livable City Project.

"We travel together, passengers on a little spaceship, dependent on its vulnerable reserves of air and soil; all committed for our safety to its security and peace; preserved from annihilation only by the care, the work and, I will say, love we give our fragile craft."

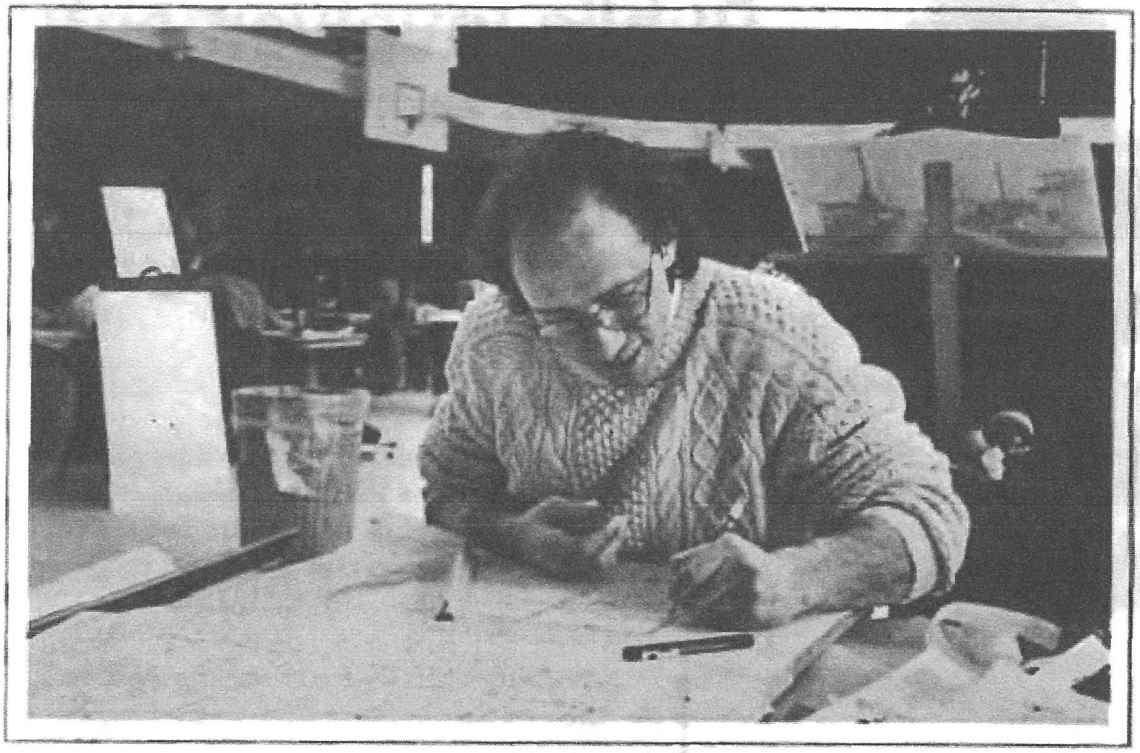
- Adlai E. Stevenson
Exploring New Ethics for Survival
1972

Initial Outreach

Second Annual Regional Rail Summit

The Growth Concepts were first presented for public review at the Second Annual Regional Rail Summit at Benson High School on February 8, 1992. Over 600 people attended this free one-day conference co-sponsored by the City and Tri-Met. The Summit focused on two issues: how will a regional light rail system affect the livability of our neighborhoods, and how will we pay for it. To address the first question, the morning of the conference focused on the Livable City Project growth concepts. The growth concepts were explained through a presentation, slide show, and video. Participants then broke into small work groups. The information generated

Ordinance 187832, Vol. 1.3.P, page 8896



The design of the new development was to be compatible with the character of the surrounding neighborhoods.

was recorded by each work group. This information was transcribed and turned over to the data summary group explained below.

The growth concepts were also tested at the 1992 Summit through a day-long design charrette or workshop. The charrette consisted of ten design teams made up of local architects, landscape architects, planners, design students, and representatives from neighborhoods. Each team was assigned a light rail station site or a main street site.

Each team was asked to design potential development that would accommodate approximately 1500 new housing units in a range of densities and the retail and services needed to support this additional housing. The design of the new development was to be compatible with the character of the surrounding neighborhoods. The resulting display boards have been exhibited at many locations in the metropolitan region over the past 18 months. Detailed results of the charrette are contained in *Designing Our Future: A Charrette at the Regional Rail Summit* (Appendix E).

Data Summary Group

Following the Second Annual Regional Rail Sum-

Ordinance 187832, Vol. 1.3.P, page 8897

mit, a working group of eight citizens was formed to condense and summarize the sixty pages of data from the Summit's small work group sessions. The data summary group strove to condense and summarize the data and avoid any personal bias in its work. The working group took several months to prepare the data for public review. It has been published in a document, *The Citizen's Speak: Public Response to the Livable City Project Growth Concepts at the Second Annual Regional Rail Summit* (Appendix F).

In general, this first public response to the growth concepts was very positive. None of the concepts were considered inappropriate. Concerns expressed included noise, how the concepts would be implemented, how parking congestion could be dealt with, especially during the interim period until alternative modes of transportation were more widely used, and how to incorporate adequate open space in the form of small pocket parks or plazas.

Visual Preference Survey™ and Third Regional Rail Summit

The Portland Region Visual Preference Survey and the Third Annual Regional Rail Summit were the major public outreach activities of the Livable City Project this year.

Goal of Survey

The Livable City staff wanted to determine the acceptability of various forms of development. The Visual Preference Survey™ is a technique developed by the firm of A. Nelessen Associates to elicit this type of information. Staff approached planning representatives of the other jurisdictions in the region with the suggestion of a joint survey to obtain information on public preferences in the region as a whole. Together the sponsors decided to focus the survey on three areas: Development within walking distance of transit stations, along potential main streets or commercial corridors, and within neighborhoods.

Mechanics

The Portland Region Visual Preference Survey consisted of a slide show of 240 slides. The slides

Ordinance 187832, Vol. 1.3.P, page 8898

represented a range of different development forms, some from the Portland region and some from other locations. Participants were asked to rate each slide on a scale of positive 10 to negative 10 with zero reserved for neutral responses. Participants listened to an introductory explanation of the process and were asked to give their "gut" reaction to the slides. There were 80 slides in each of the three issue areas mentioned above. The scores were tabulated and averaged for the region as well as for various subareas within the region.

Participation

In total, over 3000 adults and over 1500 children participated in the survey.

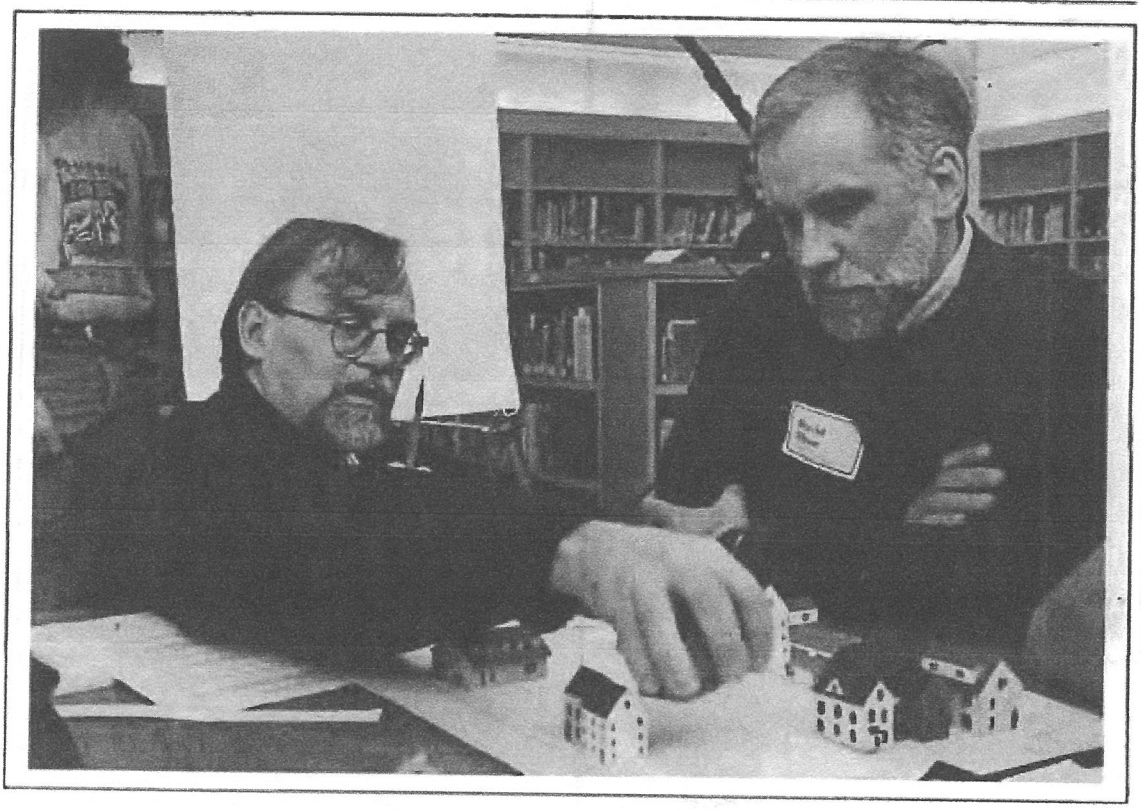
The survey was given 34 times between January 14 and February 16, 1993 at locations throughout the metropolitan area. It was also given an additional 12 times to groups of school children. In total, over 3000 adults and over 1500 children participated in the survey. Fifty-nine percent of the adult participants were from the City of Portland. The tremendous turn-out easily exceeded the goal of 2000 regional participants.

Results

There was a strong preference for pedestrian-oriented mixed-use development at transit stations and along main streets.

The results of the survey were presented on March 6, 1993 at the Third Annual Regional Rail Summit. The results showed a remarkable consensus throughout the region. There was a strong preference for

Ordinance 187832, Vol. 1.3.P, page 8899



pedestrian-oriented mixed-use development at transit stations and along main streets. In the city, a higher intensity of development around transit stations was preferred compared to the eastern and western suburbs. In the residential neighborhood category, a street with small bungalows was the highest rated single-family slide. There was also a strong preference for pedestrian-oriented neighborhood commercial development.

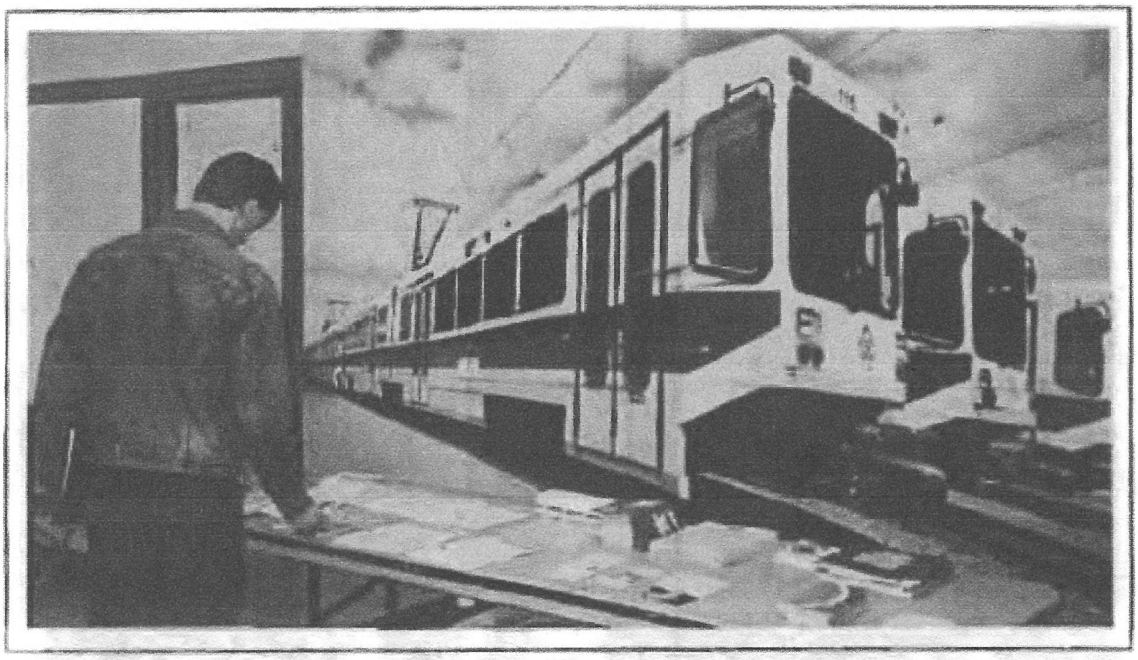
A street with small bungalows was the highest rated single-family slide.

Detailed results are presented in a separate document: *Picture This... The Results of a Regional Visual Preference Survey* . This document is expected to be published by the end of June, 1993. It is included as Appendix G to this report.

Third Annual Regional Rail Summit

Over 800 people attended the third annual Regional Rail Summit on March 6, 1993 at Benson High School. In the morning, Anton Nelessen, partner in A. Nelessen Associates Inc., showed 53 representative slides while presenting the results of the survey. The results of the survey was also the focus of 4 of the 14 afternoon workshops and tours. A detailed summary

Ordinance 187832, Vol. 1.3.P, page 8900



of the Summit is presented in a separate document: *Shape Your Future: The Third Annual Regional Rail Summit Summary* included as Appendix H of this report.

Other Public Involvement Strategies

Other public involvement strategies have included—neighborhood walks, a PSU class, presentations to various groups, a public awareness program, and publications and displays.

Neighborhood Walks

A series of 14 Neighborhood Walks sponsored by the Livable City Project and SE Uplift were conducted in the summer of 1992. There were several outreach objectives for the walks. One was to actively involve citizens at the community level, in the visionary and practical process of maintaining and enhancing their community. Having citizens take a proactive role in shaping their community is one of the main objectives of the Livable City Project. Another outreach objective was to provide a forum to bring varying related interests together to discuss the growth concepts. Varying interests included architects, developers, lenders, community activists, business and community leaders, neighbors, as well as Realtors and other

Having citizens take a proactive role in shaping their community is one of the main objectives of the Livable City Project.

Ordinance 187832, Vol. 1.3.P, page 8901

marketing interests. A third objective was to get direct feedback on how specific citizens saw the applicability of the growth concepts in their neighborhoods.

Several of the neighborhoods enjoyed the project so much the first time, they coordinated a second series of Neighborhood Walks in their community. The southeast neighborhood associations coordinating the walks were:

Brooklyn	Creston-Kenilworth
HAND	Montavilla
Mt. Scott-Arleta	Buckman
Pleasant Valley	Richmond
Sunnyside	Sellwood-Moreland
Woodstock	

In addition to local residents and business people, each walk included a neighborhood coordinator, a Bureau of Planning or Office of Transportation staff member, a Livable City advocate and, when possible, a design professional who would draw renderings of particular growth concept options along the way. Each group also carried a camera and a corresponding photo log, to photograph and record sites they wanted to discuss further.

Over a hundred people participated in the Neighborhood Walks with many more expressing interest in organizing a Neighborhood Walk in their community.

PSU Class

Thirty-two students enrolled in the eight-week course series entitled Portland's Land Use and Planning. The educational series was affiliated with the PSU Extended Studies Program and was made possible by a grant to the Bureau of Planning from the Department of Land Conservation and Development for education on infill and redevelopment.

The purpose of the course was to respond to citizen volunteers in the neighborhood network who have an interest in land use and transportation issues. Nearly half of the students were affiliated with neighborhood associations, while over one-third received scholarship assistance, also covered by the grant. Planning

Ordinance 187832, Vol. 1.3.P, page 8902

students, developers, planning commission members and other community groups impacted by the land use process were invited to participate. The series included an historical planning perspective of the region as well as panel discussions by regional decision-makers. The course outline and evaluation are included in Appendix I.

Presentations

Project staff have given presentations on the Livable City Project at several conferences in other regions and over 50 local presentations to various organizations and associations, including the following:

- AIA Urban Design Committee
- AIA Housing Committee
- Association for Portland Progress Lenders Group
- Business Associations
- City Club Friday Forum
- City Club Land Use and Transportation Committee
- Downtown Living Council
- Metro Staff
- Metropolitan Home Builders
- Neighborhood Associations
- Neighborhood Walks
- Oregon Chapter, APA: Visioning Workshop
- Regional Rail Advocate meeting
- Retail Task Force

Public Awareness of Growth Issues

The Livable City Project, as a sponsor of the Regional Visual Preference Survey, was fortunate to have the benefit of a major public awareness program focusing on growth management issues. The program was designed and implemented by Partners for a Livable Community, a group which includes the City of Portland, Metro, Tri-Met, Oregon Department of Transportation, Oregon Department of Environmental Quality, Oregon Department of Energy, Port of Portland, Clackamas County and Washington County.

The goal of the first phase of the program was to generate interest in and awareness of growth issues by encouraging participation in the Regional Visual

Ordinance 187832, Vol. 1.3.P, page 8903

Preference Survey. To generate interest, a newspaper and radio ad campaign was created, along with a television public service announcement. The ads discussed the growth expected in the region and the decisions that must be made. Tagged with "Its Your Community, Its Your Choice", each ad ended with a phone number to call "to get involved". Callers were then mailed the flyer and schedule of the Visual Preference Survey™ sessions. The four-week campaign generated over 4000 calls and added tremendously to the successful turn-out at the Visual Preference Survey™.

"Its Your Community, Its Your Choice"

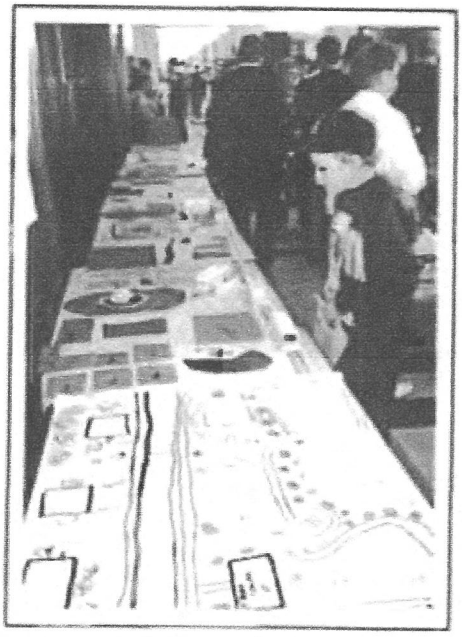
Publications and Displays

One of the first products of the Livable City Project was the creation of a 13-page booklet illustrating and explaining the growth concepts. The document contains 35 line drawings of the concepts, many of them depicting a "before and after" scenario. To-date, over 3000 copies have been distributed locally and over 500 distributed nationally and in Canada. This document is attached as Appendix J.

A periodic newsletter and progress report is also sent to interested citizens on the Livable City Project mailing list.

Finally, the Livable City Project has produced a display describing and illustrating the growth concepts. This display has been used at several conferences and public events throughout the region over the past 15 months, including:

- American Institute of Architects Regional Conference: The Making of Place
- Earth Day - Walk Your Talk
- Metro's Regional Growth Conference
- Neighborhood Walks - Meeting Places
- Regional Rail Summit
- Neighborhood Transportation Workshops
- Oregon Chapter, American Planning Association: Visioning Workshop



Ordinance 187832, Vol. 1.3.P, page 8904

Housing and Mixed-Use Feasibility

Introduction

One of the tasks undertaken in the first phase of the Livable City Project was to determine the likely future market trends for infill development, and second to begin to develop a bridge with the lending and development community. The consulting team of Tashman Associates/Leland Consulting Group addressed the market trends question in a report on *Infill Development: Market Trends and Prototypes*. Appendix K is a full copy of the report.

"In summer, when doorstep life dominates, the natural quality of the neighborhood comes out."

- Mary Kingsbury Simkhovitch Neighborhood, 1938

Infill Development: Market Trends and Prototypes Report

The primary conclusions of this study were:

- The dramatic increases in nonfamily households (single persons, non-married couples, etc.) and single-parent families point to a shift in housing preferences.

- The space needs of smaller, "non-traditional" family households are different, and the need for convenient access to jobs and services is greater than that of the traditional two-parent family household. As housing costs increase faster than income, the demand for alternatives will grow. These factors create opportunities for smaller, more affordable housing products which can be developed on infill sites.

- In the short-term, the greatest opportunities for

Ordinance 187832, Vol. 1.3.P, page 8905

increasing the number of housing units may be found in the development of small lot, single-family detached housing, and lower-scale and moderate density attached and multifamily projects within neighborhoods. Higher density, multifamily housing products located along arterials or collector main streets are more likely to develop in the long-term.

- In established neighborhoods and neighborhoods in transition upwards, property values will increase and development will be supported by the market. In weak neighborhoods, on the other hand, market values will be insufficient to support new development. In such cases, infill housing may require some form of public subsidy until such time as development costs can be borne by the market alone.

- Misconceptions in the development/banking community can affect infill potential. These misconceptions range from lack of information on—the supply of suitable sites, the changing nature of the housing market, to the perception of such things as crime and education.

These misconceptions range from lack of information on—the supply of suitable sites, the changing nature of the housing market, to the perception of such things as crime and education.

Ordinance 187832, Vol. 1.3.P, page 8906

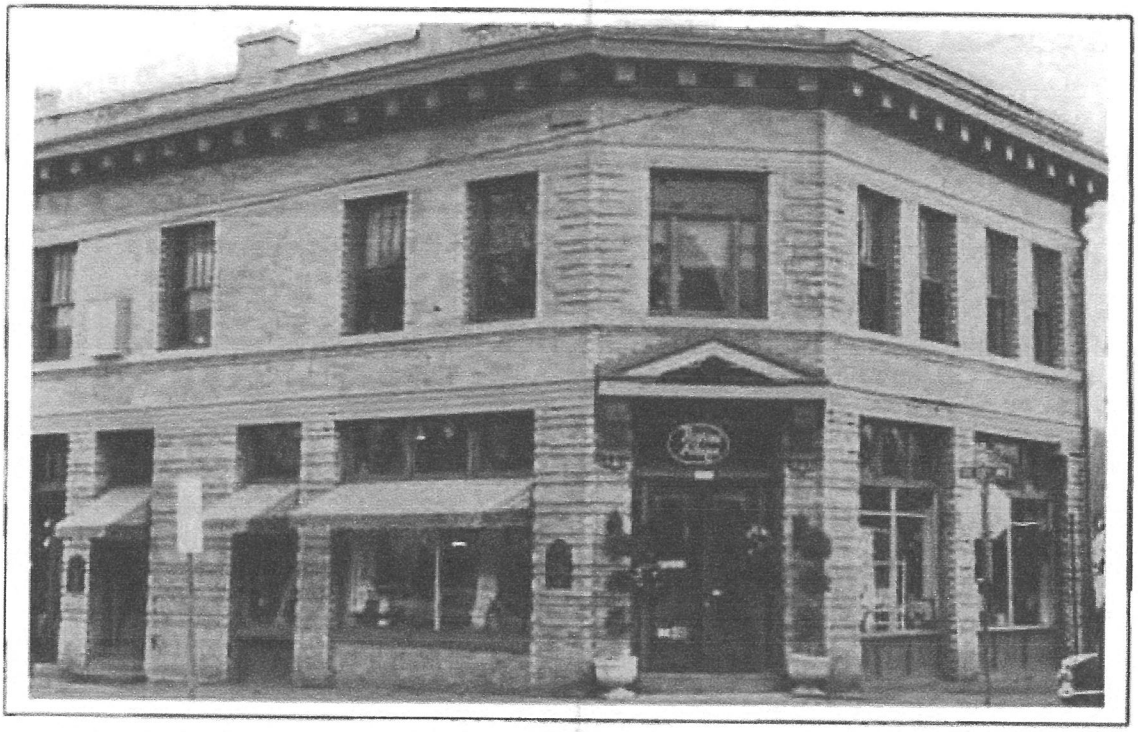
- One of the most significant actions the City of Portland can take to promote infill development is to address these misconceptions. To do so will require that the City know more about how infill development opportunities are perceived and know more about the actual conditions in neighborhoods that are critical to successful infill development.

Discussions with the Development/Lending Community

The primary conclusions from a meeting of lenders, developers and city staff, organized by the Association for Portland Progress were:

- Until market demand is thoroughly documented, lenders will continue to have difficulty in approving loans for some types of development.

- Lenders are particularly concerned about the risk during the lease-up period for multifamily residential and mixed-use projects. They require persuasive evidence of market demand for the



Ordinance 187832, Vol. 1.3.P, page 8907

product and its location. This makes larger projects particularly difficult to start.

- Lenders have indicated the greatest comfort with small scale multifamily developments which are in the $2-3 million range (20-30 units) up to a maximum of $100 million (100-125 units).

- Small and medium size multi-unit residential developments which have adequate parking and nearby amenities such as good transportation, convenience shopping, parks and views will have a lower level of risk and are more attractive to lenders. However, as projects grow in size with an increase in lease-up risk, and as new uses are introduced (retail and/or office) the risk factor is compounded.

Lending institutions are averse to financing a type of product for which there is no proven track record

- Discussions with individual developers indicate that while they might like to do mixed-use projects, the financing is often difficult to arrange. Lending institutions are averse to financing a type of product for which there is no proven track record. A complicating factor in borrowing money to do a mixed-use project is the division within banks between commercial and residential lending.

- Because of the difficulties in arranging financing, and because in a mixed-use development the retail component often tends to carry the residential component, it makes more sense to the developer to simply develop a single-story retail project rather than a multistory mixed-use project.

- Where mixed-use development does prove feasible, three stories is the likely threshold for such development apart from unique areas such as the Central City. Per unit costs for fire and life safety, electrical and other building code requirements escalate for buildings over three stories. Also, wood-frame construction is allowed for three or four story buildings, but stronger construction is required for taller buildings.

Ordinance 187832, Vol. 1.3.P, page 8908

Possible Next Steps

Some possible next steps related to housing market and mixed-use feasibility in the Phase II work program are as follows:

- Further develop the necessary data to document the demand for various types of housing and mixed-use development in the city.
- Develop the necessary information to provide a thorough understanding of how neighborhood conditions affect the feasibility of infill development.
- Develop a marketing strategy to promote Portland infill development opportunities.
- Continue to work with representatives of the development and banking industries to determine the necessary steps which need to be taken to implement the infill marketing strategy.
- Involve other decision-makers, such as property appraisers, in the process as indicated. Property

Ordinance 187832, Vol. 1.3.P, page 8909

appraisers are responsible for the market assessment leading to a determination by the lender as to project feasibility.

- Work with neighborhood groups to determine how infill can best be accommodated and help enhance local neighborhoods.

- Develop demonstration projects. Both the consulting team for the infill development study and the lender/developer group cited the importance of successful demonstration projects as a key ingredient to prove the market for development while at the same time showing it can be compatible with local neighborhoods.

Ordinance 187832, Vol. 1.3.P, page 8910

Transportation Planning Rule

Introduction

The State of Oregon adopted the Transportation Planning Rule in 1991. It serves as the administrative rule for the Land Conservation and Development Commission (LCDC) Goal 12, Transportation. The rule regulates transportation planning and project development at the local, regional and state-wide levels. The rule is specifically aimed at reducing dependence on the automobile. The city's program to comply with the Transportation Planning Rule is integrated into the Livable City Project since both projects emphasize better accommodation for transit and pedestrians.

"Wither goest thou, America, in thy shiny car in the night?"

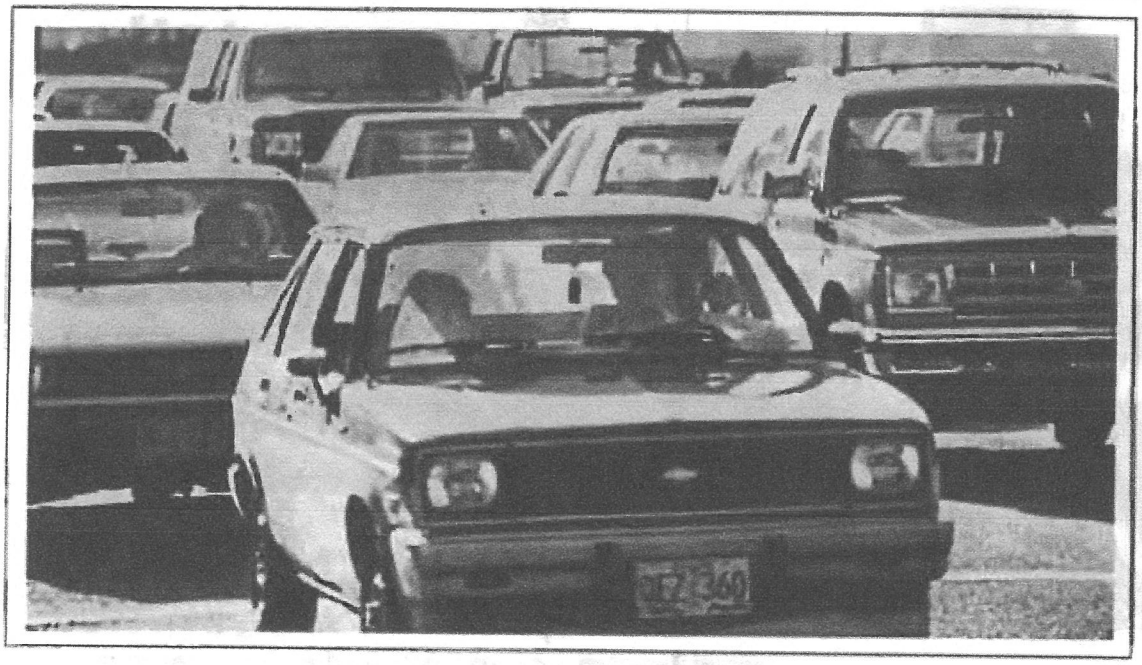
- Jack Kerouac
On The Road
1957

In recent years, the use of the automobile has increased at a rate four times faster than the population. This ever increasing reliance on the automobile contributes to a number of problems or concerns, including air and water pollution, commuter traffic congestion, energy consumption, and adverse impacts on livability. These concerns led to the adoption of the State Transportation Planning Rule.

The purpose of the rule states, in part, "Through measures designed to reduce reliance on the automobile, the rule is also intended to assure that the planned transportation system supports a pattern of travel and land use in urban areas which will avoid the air pollution, traffic and livability problems faced by other areas of the country." (OAR 660-12-000)

The rule requires a transportation system plan. Local and regional governments are required to employ a systematic approach to the provision of transportation facilities and improvements. Prior to the adoption of the required transportation system

Ordinance 187832, Vol. 1.3.P, page 8911



plan, the rule requires that local jurisdictions adopt "interim" amendments to land use and land division ordinances that provide for new development that better accommodates pedestrians, bicycles and transit. The Office of Transportation has the lead role in responding to the rule, while the Bureau of Planning is responsible for implementing the "interim" amendments to the land use and land division ordinances.

One of the more common concerns about the rule, is that it challenges the American love of and dependence on the automobile.

One of the more common concerns about the rule, is that it challenges the American love of and dependence on the automobile. However, most planning and transportation experts agree that much of our dependence on the automobile was strongly influenced by post-war government policies that encouraged and subsidized the use of the automobile. Reversing or eliminating those policies will result in a change in our perception of the transportation choices available. "All (studies) show that people can be convinced to change their travel patterns quite dramatically in response to changes in conditions affecting their choices." (Martin Wachs, *Policy Implications of Recent Behavioral Research in Transportation Demand Management*, Journal of Planning Literature, Vol. 5, No. 4, May 1991.)

All (studies) show that people can be convinced to change their travel patterns quite dramatically in response to changes in conditions affecting their choices.

Ordinance 187832, Vol. 1.3.P, page 8912

What the Rule Requires

The Transportation Planning Rule requires implementation in two phases. By November 1993, land use and land division ordinances are required to be amended as necessary to provide for new development that is pedestrian, bicycle and transit friendly. The second and more comprehensive element of the rule, to be implemented by local jurisdictions in 1996, requires the development of a transportation system plan that addresses all modes of transportation, and transportation facility operation, maintenance, and repair.

In the City of Portland, the Bureau of Planning is responsible for compliance with the rule as it affects private property and the Office of Transportation is responsible for compliance as it affects the public right-of-way and other public facilities. The first element of the rule specifically requires bicycle parking for new retail, office, institutional and multifamily residential developments. It requires "safe and convenient" facilities for both bicycle and pedestrian use, including sidewalks and bikeways. Such facilities are required to be "reasonably free from hazards", and to "provide a direct route of travel". Requirements also include provision of "internal pedestrian circulation" for new office parks and commercial development. New retail, office and institutional uses near existing or planned transit stops are required to orient building entrances to the transit stop, and buildings are required to locate "as close as possible" to transit stops. The Bureau of Planning proposal for compli-

Ordinance 187832, Vol. 1.3.P, page 8913

ance with the rule, *Transportation Planning Rule, Planning Commission Discussion Draft,* is contained in Appendix L.

The second element of the rule, the transportation system plan, is being carried out by the Office of Transportation with continuing input from the Bureau of Planning. This is an on-going project, due to be implemented in full by 1996. The transportation system plan will include road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals.

How the Rule Relates to the Livable City Project

- Creating opportunities for a multimodal transportation system by requiring pedestrian, bicycle and transit-oriented development directly supports the Livable City objective of accommodating growth while increasing livability.

- The street system in the city is virtually complete. New development in the City of Portland cannot provide new automobile capacity, except perhaps in the immediate vicinity. Additional transportation capacity must therefore come from more efficient use of the existing street system. Providing opportunities for a greater use of alternative modes of transportation will increase the efficiency of the existing transportation system. By increasing the transportation options available, more people can use the existing street system, giving the city additional growth capacity without major capital improvements or dislocation of business and residential properties for street widening.

Providing opportunities for a greater use of alternative modes of transportation will increase the efficiency of the existing transportation system.

- Requiring new development to be pedestrian, bicycle and transit friendly will contribute to the opportunity for the success of mixed-use, compact communities. One of the key components of a mixed-use, compact community is access. Development which emphasizes human-scale encourages a sense of community. The provision of opportunities for the safe and convenient use of

Ordinance 187832, Vol. 1.3.P, page 8914

alternate modes of travel will also contribute to the reduction of vehicle miles traveled, as required by the rule.

- The requirements of the rule for a transportation system plan is closely related to the plans to create a growth management plan for the city. A major factor in any growth scenario is the ability of the transportation system to meet the travel demands of both the existing and new growth. Perhaps more important than knowing whether sufficient capacity exists is a transportation strategy that maximizes the efficiency of the transportation system, in turn, lowering overall transportation costs.

One of the key components of a mixed-use, compact community is access.

Ordinance 187832, Vol. 1.3.P, page 8915

Proposed Growth Principles

Introduction

The main focus of the first phase of the Livable City Project has been on basic research and generating feedback from the public. Since the Growth Concepts were first presented to the public in February of 1992, a tremendous amount of information has been generated.

Originally, six general growth concepts were suggested as ways in which the city might accommodate additional growth and maintain the city's overall livability. As a result of extensive public involvement, these original six concepts have been reduced to four development principles. Three of these are basically the same as three of the original growth concepts. The fourth and new development principle, namely Neighborhood Infill, represents a consolidation and refinement of some of the aspects of the other three original growth concepts (Existing Patterns, Designed Infill, and Opportunity Sites). The remainder of this chapter focuses on suggested strategies which will help achieve each of the four development principles.

"If the earth does grow inhospitable toward human presence, it is primarily because we have lost our sense of courtesy toward the earth and its inhabitants, our sense of gratitude, our willingness to recognize the sacred character of habitat, our capacity for the awesome, for the numerous quality of every earthly reality."

- Thomas Berry
The Dream of the Earth
1988

Central City

The city has had a long-standing commitment to increase the supply of downtown housing and, since 1988, the housing supply within the entire Central City. As a result of this, there already exist multiple policies and programs directed at increasing the Central City housing supply and enhancing its overall livability as a place to live, work, shop and enjoy.

The report, *Central City Housing* (appendix A),

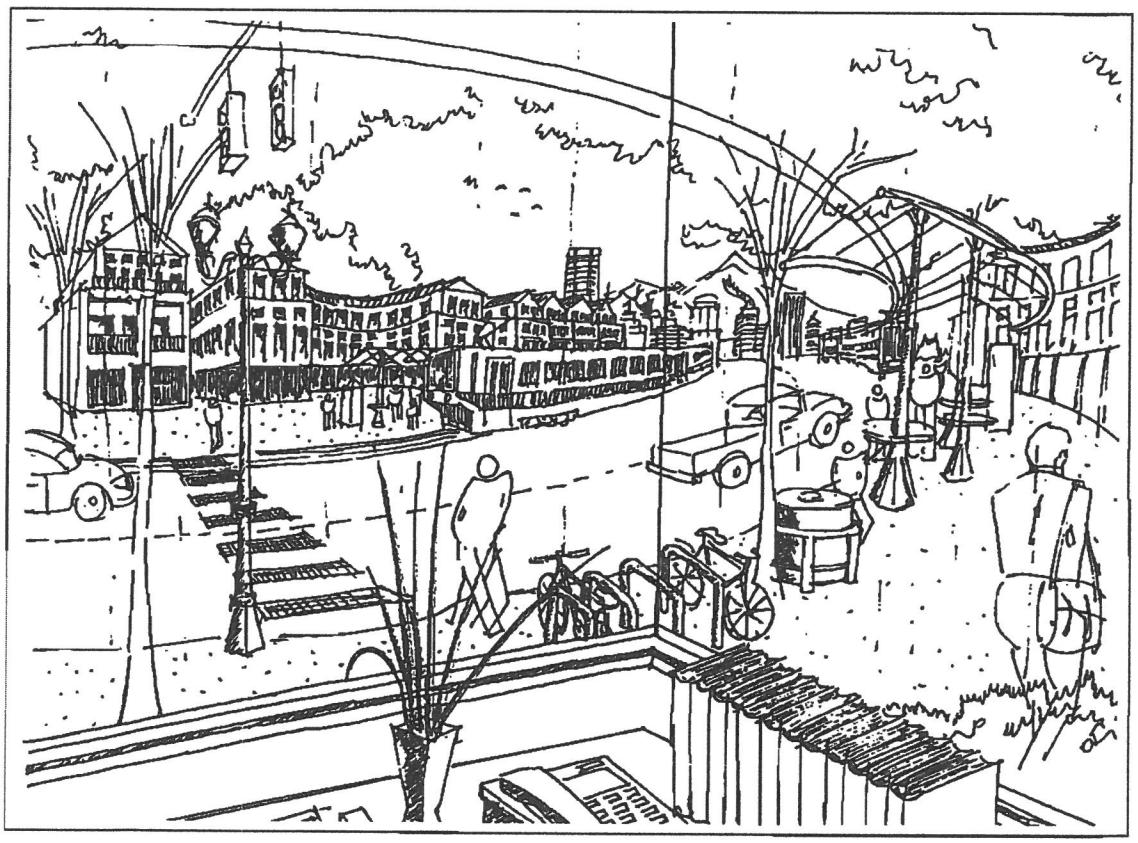
Ordinance 187832, Vol. 1.3.P, page 8916

In the Central City area, it is not so much a matter of developing new strategies to encourage development, but rather ensuring that the existing strategies continue.

prepared during the first phase of the Livable City Project, details the policies, regulations, and current assistance programs the city employs to encourage additional residential development in the Central City. In the Central City area, it is not so much a matter of developing new strategies to encourage development, but rather ensuring that the existing strategies continue. The following recommendations are directed to that end.

- Continue to pursue the proposed exemption of tax increment financing from the Measure 5 tax limitation and other means of being able to continue to assist Central City housing projects.

- With the property owners involved, prepare detailed plans for the redevelopment of the River District and North Macadam District, identifying the needed investments in public infrastructure and other measures to assist in the redevelopment of these areas.



Ordinance 187832, Vol. 1.3.P, page 8917

- Continue to implement the recommendations of the Central City Plan which will help further create a safe and lively Central City living environment.

- Adopt the proposed revised goals of the Central City Transportation Management Plan to add 75,000 new Central City jobs and 15,000 new housing units.

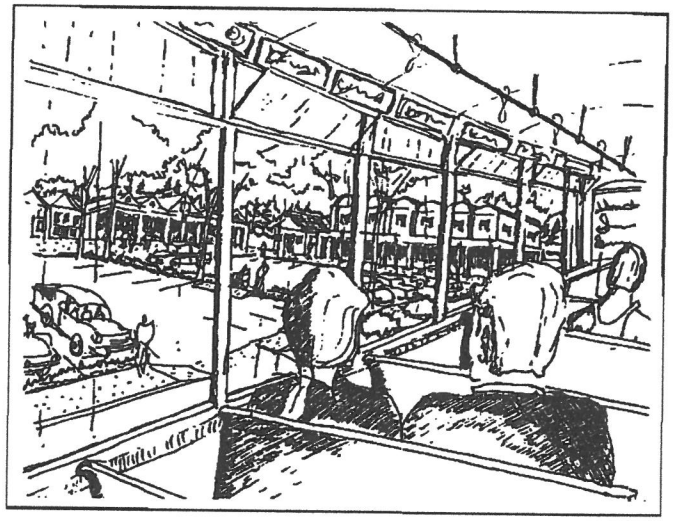
Transit Stations

The Transit Station Area principle for future development around light rail stations outside the Central City envisions a mix of housing, shopping and public land uses within a quarter mile of the transit stop.

Tri-Met, in its book *Planning and Design for Development*, refers to the type of development involved as "urban neighborhood" development. It would consist of moderate to medium-high density housing with retail and local service uses at ground level.

The retail center would be the focus of the local neighborhoods. Its size and scale would vary based on the site's location in the region. Some limited small-scale office development could also be included. Housing would be located above the ground floor retail development. In most cases this would likely be two to three floors of housing, but in particular key locations this might increase to six to eight floors. The pilot project developed for the Hollywood neighborhood envisioned housing at a density of approximately 40 units per acre.

Other key elements of this development principle are a well-connected network of local streets and a healthy pedestrian environment which includes good pedestrian connections and pedestrian amenities (such as street furniture, telephones, street trees, etc.).



Ordinance 187832, Vol. 1.3.P, page 8918

The key need is to achieve the best possible "fit" between land use and transportation prior to any light rail construction.

The main strategy employed so far to encourage development around light rail stations has been some form of land use policy and/or regulations. In the past, there also has not been a consistent approach to planning around future light rail stations. The variety of regulations which exist today are the result of responses to particular situations, rather than any overall policy.

In planning for future light rail, the key need is to achieve the best possible "fit" between land use and transportation prior to any light rail construction. The fact that it was the first light rail line constructed, plus the cost of alternative designs, resulted in a poor "fit" between the transit station and the adjacent areas at some of the MAX light rail stations, most notably at Hollywood, 60th Avenue and 82nd Avenue. Once a transit station location is fixed, it is much more difficult to adjust the future pattern of development in order to maximize the development opportunity the station presents.

The following steps need to be undertaken for future light rail station area planning:

- Examine the guidelines and recommendations in *Planning and Design for Transit* to determine what specific recommendations need to be further developed and applied in the City of Portland.
- Determine what future policies should be adopted to ensure a good "fit" between land use and transportation regulations and investments at future light rail transit stations.
- Undertake public/private development partnerships at selected light rail transit stations to demonstrate acceptable and attractive development which can serve as successful development models for other locations.
- Market light rail station area development opportunities.
- Develop a consistent set of development and design policies which can be applied at future light rail stations.

Ordinance 187832, Vol. 1.3.P, page 8919

- Adopt policies to target public investments for such things as—other transportation improvements, vest pocket parks, and other public facilities and services—in the vicinity of light rail stations.

Many of the special assistance programs, which the Portland Development Commission is able to employ to assist development in the Central City, are generally not available to facilitate development in other areas of the city, outside urban renewal districts. As a result, the strategies which can currently be applied to encourage development around say light rail stations or along main streets, are therefore more limited than what can be used in the Central City.

Main Streets

The main streets development principle is a long-term approach to accommodate additional growth. It may take time before it has a significant impact on the overall development pattern in the city. With proper planning, however, the main streets principle can:

It may take time before it has a significant impact on the overall development pattern in the city.

- help accommodate the increasing demand for multifamily rental housing;

- help make maximum utilization of the existing investment in public transit and other public

Ordinance 187832, Vol. 1.3.P, page 8920

facilities which foster development of local retail and services; and at the same time,

- preserve the livability of existing neighborhoods.

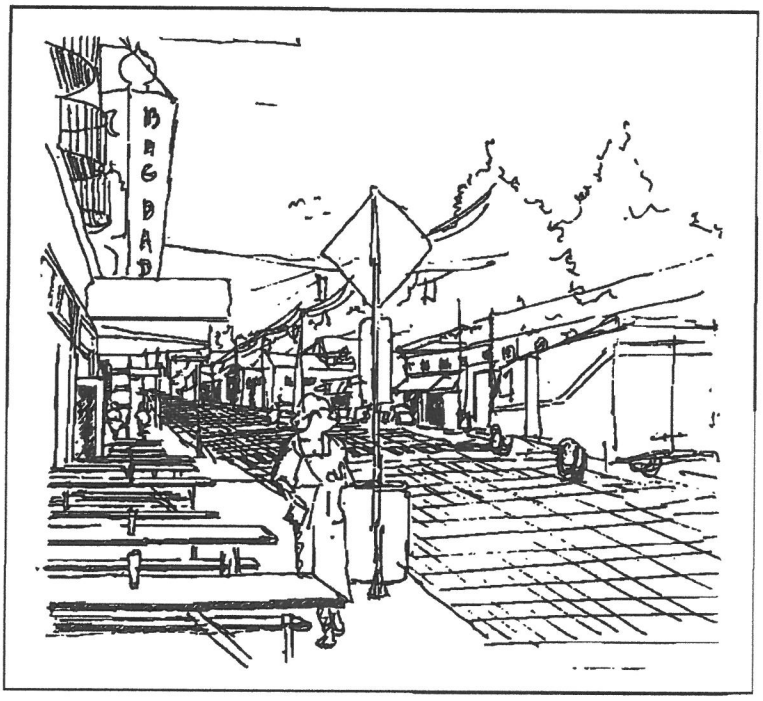
The Main Street development principle is a linear pattern of infill and intensification of development along selected main streets with good transit service. Usually they will be streets with existing local shopping. The Main Street principle envisions intensification of the retail/service development with two to three floors of residential above. A smooth transition would be made from the new higher-density housing to housing in existing surrounding single-family neighborhoods.

The mix of increased commercial and multi-family residential development along main streets will help provide services for the entire neighborhood and, in some cases, help revitalize neighborhoods.

The mix of increased commercial and multi-family residential development along main streets will help provide services for the entire neighborhood and, in some cases, help revitalize neighborhoods.

Main Streets would usually coincide with what Tri-Met calls Urban 10-Minute Bus Corridors.

The first phase (March 1992-April 1993) of the Main Street pilot project, undertaken as part of the Livable City Project,included potential main street development along a two-block segment of Division Street. The Division Street/Main Street project suggests the



Ordinance 187832, Vol. 1.3.P, page 8921

following strategies to help create a main street environment.

- Slow vehicular traffic
- Increase the identity of the core district
- Soften the edges to residential neighborhoods
- Bus shelters
- Curb extensions
- Street trees
- Awnings
- Benches
- Public telephones

For larger main streets projects, more extensive private improvements and public investments might be undertaken including the addition of such facilities as—pocket parks; landscaping; and parking lots/ garages shared between various businesses and uses, including possibly some city-owned facilities. During Phase II of the Livable City Project, selected potential main streets will be analyzed to help develop a Main Streets policy. It is worth noting that the city of Toronto, Canada has a very active Main Street program with a special section of the planning department devoted to encouraging and facilitating housing and mixed-use development on "main streets."

Neighborhood Infill

Neighborhood Infill is a new development principle that takes elements from the growth concepts for Designed Infill, Opportunity Sites, and Existing Patterns. It clarifies some elements of those concepts and refocuses on three types of areas within neighborhoods: residential, commercial, and industrial. This principle and the subsections of it are not totally new. Rather, they take ideas from the original growth concepts and combine them differently to bring clarity to aspects of the concepts, in response to the feedback from public outreach and research that has taken place in the first phase of the Livable City Project.

The name "Neighborhood Infill" was chosen to include most of the city that does not fall within the definition of the first three development principles

Ordinance 187832, Vol. 1.3.P, page 8922

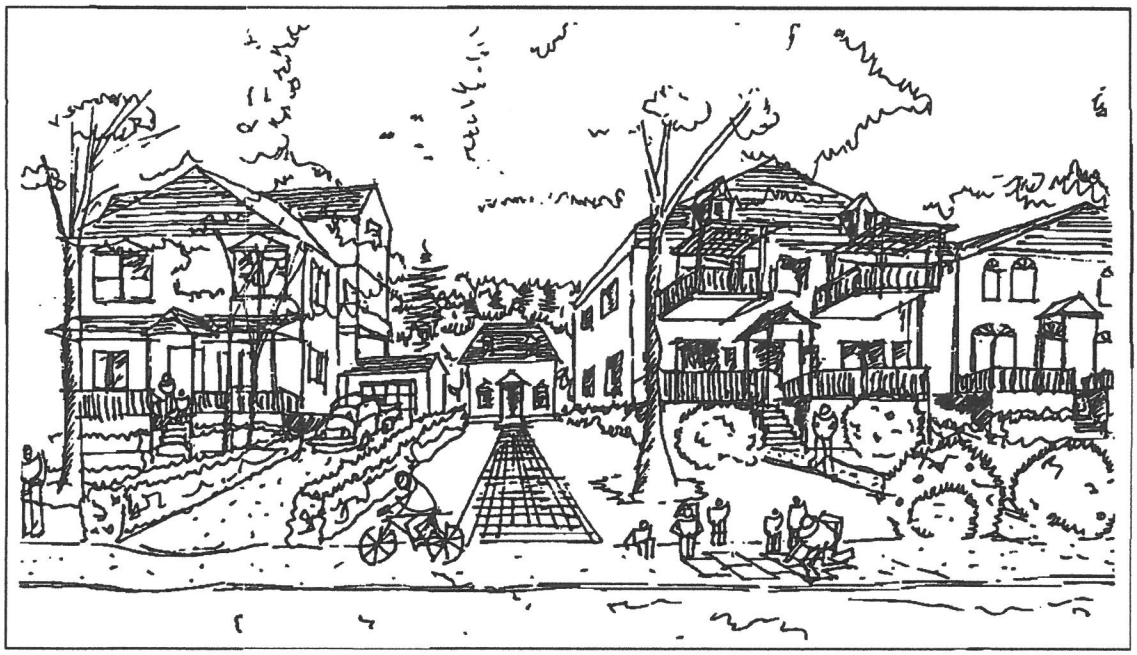
(Central City Housing, Transit Stations, and Main Streets). It acknowledges that Portland is made up of neighborhoods and that neighborhoods include more than strictly residential areas. It is not meant to imply, however, that all parts of the city are equally suitable to receive the same type or amount of infill development. It is divided into three subareas, each of which focuses on a potential principle for accommodating growth while improving livability. The three subsections are explained below.

Residential Areas

The Residential Areas strategy combines all of the ideas from the Designed Infill, Existing Patterns, and Opportunity Sites concepts that focus on infill development in residentially-zoned areas. It is the only strategy that concentrates on residential zones.

The residential areas strategy continues the core concepts of the original Designed Infill growth concept. It focuses on exploring ways to accommodate incremental additions of housing units in residential zones, while at the same time preserving the overall character and desirability of these areas. It continues the main Designed Infill concept of add-a-rentals whereby an additional (accessory) dwelling unit is added to a site with an existing single-family dwelling. It also continues other aspects of the concept

It focuses on exploring ways to accommodate incremental additions of housing units in residential zones, while at the same time preserving the overall character and desirability of these areas.



Ordinance 187832, Vol. 1.3.P, page 8923

such as the potential for additional housing densities in specific circumstances. Additional housing units could replace existing vacant lots or incompatible development in residential zones if the height, scale, design and general appearance of the new housing is compatible with surrounding homes. For example, Vancouver B.C. has a program where apartments or condominiums can be built on selected sites if they are designed to look like the surrounding large older homes. The Residential Areas strategy continues to emphasize the importance of neighborhood character and excellent neighborhood design in maintaining stability, pride, and a sense of community.

Some of these ideas have been considered in the proposed "a" overlay zone as part of the Albina Community Plan process (as explained in the previous chapter on the growth concepts). After the Council has taken action on the currently proposed "a" overlay zone recommendations, the Livable City Project will then consider what further steps deserve further consideration.

The Residential Areas strategy continues to emphasize the importance of neighborhood character and excellent neighborhood design in maintaining stability, pride, and a sense of community.

The Residential Areas strategy also incorporates much of the focus of the original Existing Patterns growth concept. The Existing Patterns concept acknowledged and encouraged the type of housing development that is taking place now, including single-dwelling houses on vacant infill sites, and in new subdivisions, as well as multidwelling housing in apartments, condominiums, and rowhouses. As the chapter on the growth concepts documents, there is still a considerable amount of vacant residentially-zoned land in the city. Eventual 100 percent development of this acreage is unlikely if only because of physical limitations of the land. This is particularly the case with some of the single-family acreage. But development of vacant infill land is also complicated by other factors.

A substantial amount of the acreage is in small scattered parcels throughout the city. Small sites consisting of a single lot or a handful of lots can be relatively costly to develop. In addition, the local neighborhood conditions in some parts of the city deter investment in the vacant parcels available. What is needed in order to encourage development of these properties is an overall strategy to:

Ordinance 187832, Vol. 1.3.P, page 8924

1) Develop prototype examples of affordable housing which can be developed on small infill sites. The American Institute of Architects and the Albina Community Plan have already done substantial work in this regard with the publication of the *10 Essentials for North/Northeast Portland Housing* and *New House Designs for North/Northeast Portland.*

2) Develop a better understanding of neighborhood conditions that affect infill development.

3) Develop strategies to encourage the banking and development communities to invest in infill development opportunities.

Because the strategies under Neighborhood Infill follow the pattern of predominant land use, the Residential Areas strategy also incorporates the residential portions of the original Opportunity Sites growth concept. Specifically included are the opportunity sites which consist of:

- Developed residentially-zoned property which is not actually in residential use, but which has the potential for redevelopment for residential or mixed-use (an example might be a school site which is no longer required for use as a school and which is zoned residential).

- Residentially-zoned property which is currently developed for residential use and which, due to the current condition and/or location of the property, has the potential for redevelopment at a significantly higher residential density.

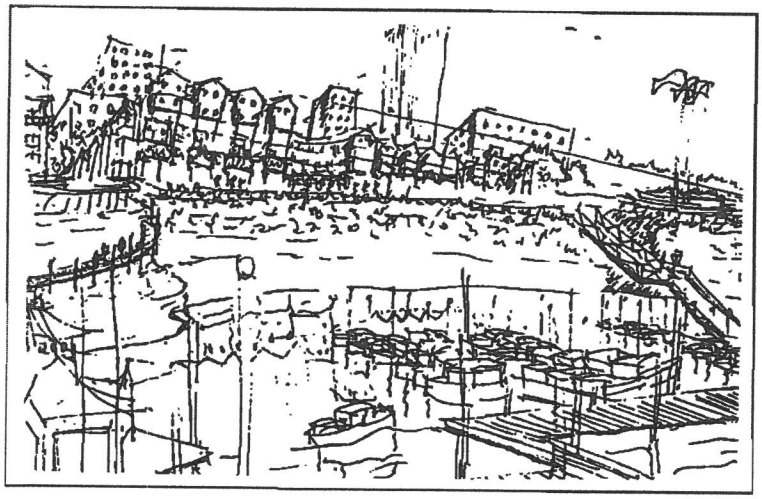
The Residential Areas strategy was created to focus attention on potential positive housing opportunities in existing residential areas. These ideas did not get as much public attention during the first phase of the Livable City Project as did some of the other growth concepts. One reason for this was possibly the misleading name of the Designed Infill concept. The pilot project for the Designed Infill concept ended up

Ordinance 187832, Vol. 1.3.P, page 8925

focusing attention on infill sites in commercially-zoned areas rather than in residentially-zoned areas. To accommodate that interest, the Commercial Areas strategy has been created and is discussed below. However, to fully realize the Residential Areas strategy, additional research and public outreach should be undertaken. Some specific actions for implementing this strategy are stated above. Additional actions will be determined after Council action on the Albina Community Plan.

Commercial Areas

The Commercial Areas strategy combines the ideas from the Opportunity Sites growth concept that focus on commercially-zoned sites, with the response from the Designed Infill pilot project. This pilot project, conducted in the Neighbors West/Northwest Neighborhood Coalition, created potential development designs for several sites and explored options for compatible infill development through design guidelines and the design review process. Mixed-use development usually with retail, employment or service uses on the ground floor and housing on the upper floors was a common theme to both the Opportunity Sites concept and the pilot project. The strategy also gains some initiative from the Existing Patterns concept as it recognizes that some of the housing that has been constructed in Portland recently has been in commercial zones. This is true even outside of the Central City area as evidenced by mixed-use development on NW Flanders and NW Thurman.



Ordinance 187832, Vol. 1.3.P, page 8926

The Commercial Areas strategy can focus on smaller infill opportunity sites in areas with good transit service.

In many ways, the Commercial Areas strategy is similar to the Main Streets growth principle. Both focus on mixed-use development that is pedestrian-friendly and facing onto streets with good transit service. Many of the areas identified by both strategies currently have commercial zoning. The difference is largely one of degree. The Main Streets principle emphasizes longer continuous areas of mixed-use development along a transit street with excellent service. These streets will generally be limited to streets identified as "Urban Corridors" in Tri-Met's strategic plan and will have extensive transit improvements. In contrast, the Commercial Areas strategy can focus on smaller infill opportunity sites in areas with good transit service. As evidenced by the pilot project, the sites do not have to be contiguous, but each needs to take its context from surrounding development.

Because of the similarities in the two strategies, most of the implementation actions for the Main Streets principle will be of value to the Commercial Areas strategy. Care will have to be taken to assure that considerations of the Main Streets principle, (such as the value of specific transit improvements, etc.) are not applied to the Commercial Areas strategy without adequate analysis.

Industrial Areas

The Industrial Areas strategy takes the remaining portions of the Opportunity Sites growth concept — those vacant or under-utilized sites in industrial zones (IH, IG1, IG2) and employment zones (EG1, EG2) outside of the Central City area. Because much of these areas are currently covered by the City's Industrial Sanctuary policy (where new housing and large commercial development is prohibited or discouraged) the implementation of the Industrial Areas strategy must be carefully applied. This will be done through the community planning process as it updates the application of the comprehensive plan.

Generally the opportunity sites in industrial areas that have been tentatively identified in phase one of the Livable City Project have been under-utilized sites or sites in transition such as abandoned rail yards or gravel pits. Of the other smaller sites that have been

Ordinance 187832, Vol. 1.3.P, page 8927

tentatively identified, many are vacant or are considered neighborhood eyesores. Many of these due to size, location, or changes in industrial practices may no longer be suited for industrial development. As in the original Opportunity Sites concept, the Industrial Areas strategy envisions mixed-use pedestrian-friendly development including housing, employment, commercial, and other service uses.

Several steps must take place before new mixed-use development can be implemented in areas that are currently zoned for industrial uses.

- Criteria for further identifying potential sites must be determined.
- The need to remove the Industrial Sanctuary designation would be reviewed and clarified.
- Identified sites must be analyzed in light of competing policies.
- Redesignation and rezoning to an appropriate zone and Comprehensive Plan designation must be completed.
- Other actions to assure appropriate development, such as specific plan areas, should be considered.
- Finally, where specific public benefits are concerned, some form of incentive might be considered to encourage suitable development of industrial land no longer needed for industrial use.

Because of the limited scope of the Livable City Project, the staff proposes that the implementation steps for the next phase be limited to the refining the list of identifying characteristics, and to clarifying policy language for reviewing the application of the Industrial Sanctuary policy. After this, the strategy would then be applied in the Community Planning process.

The Industrial Areas strategy envisions mixed-use pedestrian-friendly development including housing, employment, commercial, and other service uses.

Ordinance 187832, Vol. 1.3.P, page 8928

Issues Common to All Growth Principles

Financing of mixed-use projects and the larger multifamily housing developments face particular difficulties.

- The economic feasibility of certain kinds of infill development was one of the major concerns expressed in the first phase of the Livable City Project. Financing of mixed-use projects and the larger multifamily housing developments face particular difficulties. The overall economic attractiveness of some parts of the city to the private market is also a concern.

- Compatibility of the new infill development with the local neighborhood in scale, use, and design is essential. Some form of design control is therefore necessary for certain kinds of development, or development in particular areas, such as main streets for example.

- Adequate provision for pedestrians and bicycles must be made. With larger developments, this should include not just improvements to the pedestrian system, but measures to enhance the pedestrian environment with such features as benches, street trees, and public telephones.

- The development must be well-related to the transit service in both its actual design and in the right-of-way provisions made for transit, such as the location of bus shelters.

- The impact of the development on vehicular traffic and vice versa is also a frequent issue. The development must be related to the adequacy of the local circulation system while in some cases measures to reduce or slow traffic may be necessary.

- Parking is frequently an issue. On the one hand there is concern about the impact infill development can have on existing on-street parking. On the other hand, there is a question of whether with good transit service, existing parking requirements in some cases might be modified. Other parking issues include the possibility of multiple-use of common parking facilities, as

Ordinance 187832, Vol. 1.3.P, page 8929

opposed to each development providing all its own parking, and whether some form of assistance might be warranted for some such facilities.

- Finally, measures to enhance the overall attractiveness of areas proposed for more intense development are also important. This can range from simple landscaping improvements to the provision of plazas and vest pocket parks, open space and passive recreation areas. Throughout the public involvement process, there was concern about providing adequate open space in areas of higher density development. The Visual Preference Survey™ also gave particularly high ratings to facilities such as pocket parks.

- In order to address the concerns raised in the first phase of the Livable City Project, it will require close coordination with other government agencies and interests. The economic aspects of encouraging growth, for example, require the involvement of the Portland Development Commission, the transportation aspects require the Portland Office of Transportation, while park and open space issues necessitate coordination with the Parks Bureau. The following chapter includes further discussion on the kind of partnerships needed with other government agencies and with private and nonprofit interests.

Ordinance 187832, Vol. 1.3.P, page 8930

Implementation Strategies for Phase II

Introduction

Implementation of the Livable City Project, through code and policy amendments, through partnerships with other agencies and with the private and nonprofit sectors, and through demonstration projects, represents a critical part of the project. The thrust of the Livable City Project is not to develop a plan that comprises mere words and pictures. Rather, it is hoped that the project will result in action, and that it will serve to encourage public and private investments consistent with the growth principles. In turn, these investments will help to create more livable neighborhoods and a more richly urban city.

"The need for change bulldozed a road down the center of my mind."

- Maya Angelou
I Know Why the Caged Bird Sings
1969

This section of the report addresses the various avenues which the City might pursue to best achieve greater livability. The section is divided into four general areas:

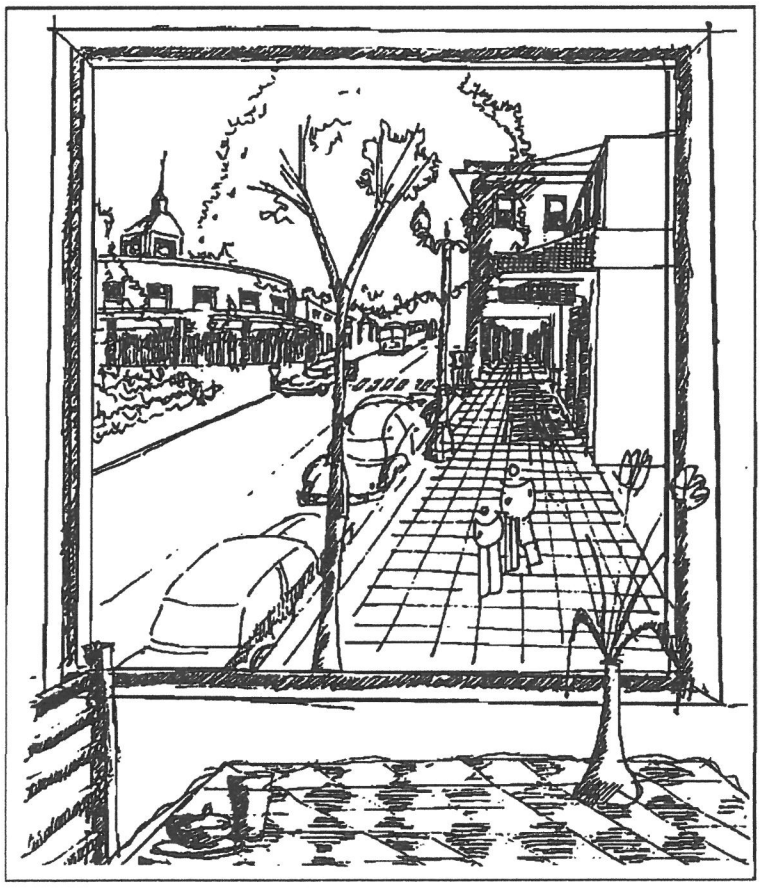
- Bureau of Planning programs, policies, and codes which serve as potential implementation mechanisms for the Livable City Project.
- Demonstration Projects.
- Coordination with Livable City Project "partners" in the private and nonprofit sectors.
- Coordination with other agencies at the city, regional, and state level.

Ordinance 187832, Vol. 1.3.P, page 8931

Bureau of Planning Implementation Strategies

Some of the most effective strategies for implementing the aims of the Livable City Project fall within the direct purview of the Bureau of Planning itself. The Comprehensive Plan and its attendant goals and policies, specific long range planning programs, and finally the zoning code and zoning map, all afford opportunities to encourage development in keeping with the project.

The Community Planning section of the Bureau of Planning is working on a long-term effort to update the Comprehensive Plan district by district. The effort includes a substantial accumulation of data which the Livable City Project staff will use to evaluate the growth concepts and strategies. The Community Planning process also is generating information on possible opportunity sites and other specific locations for higher density development.



Ordinance 187832, Vol. 1.3.P, page 8932

The following is a partial list of zoning code amendments which, if enacted, could accommodate the type of development envisioned by the growth principles. This list has been derived from initial staff analysis of codes and policy documents, and from evaluation and assessment of the pilot projects. This listing is provided partly for discussion purposes, and in part to allow the reader to better understand the scope of amendments which might be pursued. It does not imply any endorsement.

Zoning code amendments which, if enacted, could accommodate the type of development envisioned by the growth principles.

- Consider allowing accessory rental units in new construction.
- In most commercial zones, review the floor area ratio and height limitations for potential incentives for housing development.
- In commercial zones, review height and parking requirements for residential uses.
- Review minimum lot size requirements in the R1 and RH zones, to see if these requirements pose a barrier to small lot infill development.
- Review rowhouse regulations to determine how to ensure better design, especially regarding how to diminish the presence of the automobile.
- Review CM zone for effectiveness in encouraging new mixed-use development; determine appropriate locations, such as Main Streets, for applying the zone.
- Consider creating a Specific Area Development Plan mechanism in the zoning code (see the chapter on pilot projects).
- Adopt amendments to the zoning code and Comprehensive Plan to comply with the State's Transportation Planning Rule (see the chapter on the Transportation Rule).

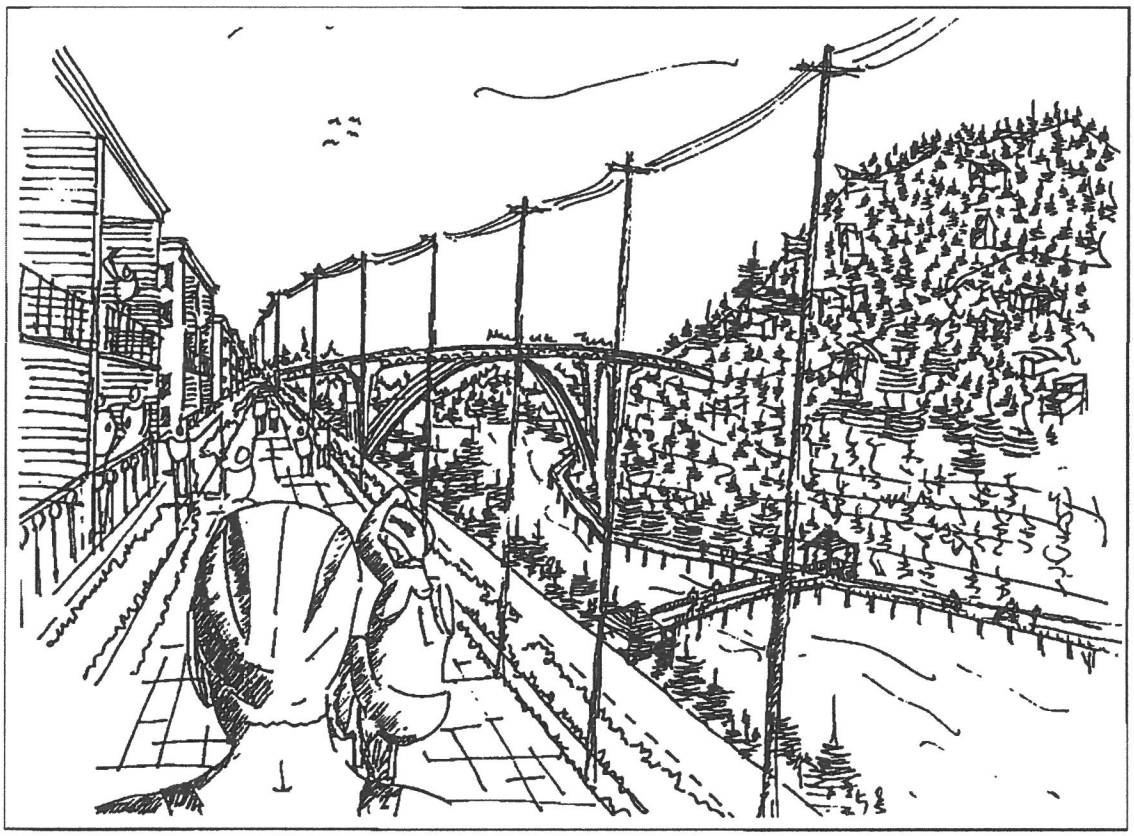
Ordinance 187832, Vol. 1.3.P, page 8933

Demonstration Projects

One of the most intriguing and well-received components of the Livable City Project is the pilot project program.

If new higher density development types are to occur in Portland, it is likely that some demonstration projects will need to be built. The Tashman/Leland report identified this need (see the chapter on Housing and Mixed-Use Feasibility). Along these lines, one of the most intriguing and well-received components of the Livable City Project is the pilot project program. These projects, funded in part by a growth management grant from the Department of Land Conservation and Development, have enabled planners, property owners, and citizens to test three of the original growth concepts in three neighborhoods. The chapter on pilot projects addresses these in detail.

Work on the pilot projects and their implications continues and will form a key component of the Bureau's implementation efforts for the Livable City Project. The Southeast Uplift neighborhood office has received additional grant money to extend the Main Street pilot project by several blocks, due to owner interest. Owners of some of the other properties are



Ordinance 187832, Vol. 1.3.P, page 8934

also interested in pursuing more refined design work along the lines of the pilot project designs. Meanwhile, the Livable City Project staff have assessed the regulatory and financial implications of the pilot projects. In addition, staff will prepare inventories of main streets, transit station areas, and designed infill sites (along with opportunity sites and Central City sites) which might serve either for additional demonstration projects or for actual development by private interests.

The pilot projects are not the only demonstration projects in which Livable City Project staff have participated. Another specific project is the Urban Street of Dreams (USOD). Livable City Project staff are working on this project with representatives from the Home Builders Association, the Housing Committee of the American Institute of Architects, and the State Housing & Community Services office. A target date of fall, 1994 or spring, 1995 has been set for this project. The purpose of the USOD is to demonstrate that middle-income, unsubsidized medium-density housing can be profitable and can also blend well with surrounding single-family residential areas, and meet objectives for transit and pedestrian-oriented development.

The purpose of the Urban Street of Dreams is to demonstrate that middle-income, unsubsidized medium-density housing can be profitable and can also blend well with surrounding single-family residential areas.

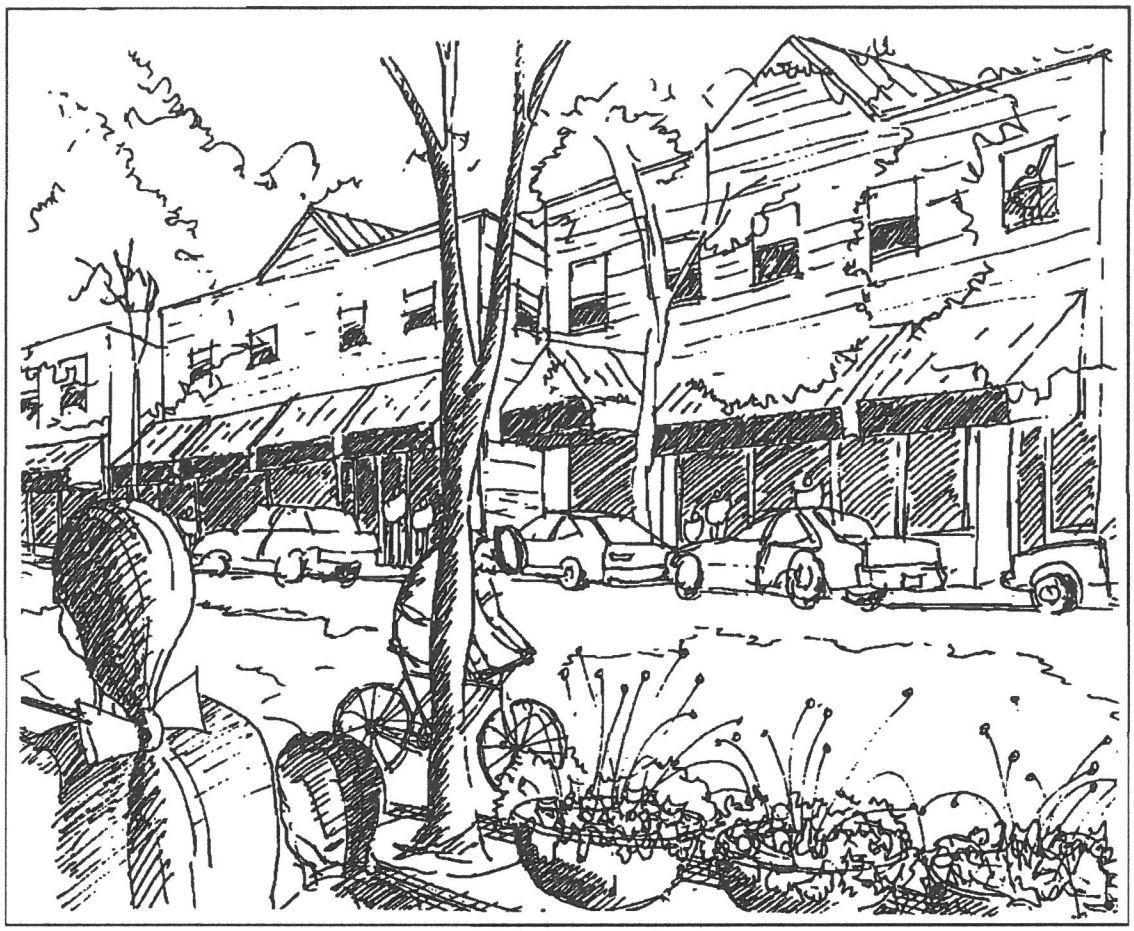
Other opportunities for demonstration projects, such as the PDC/Tri-Met projects at 18th/Morrison and near the Goose Hollow transit station, are also in progress.

Private and Nonprofit Partnerships

A number of private and nonprofit entities are emerging as partners in achieving the aims of the Livable City Project. There are several means by which project staff hope to engage these entities. The following discussion addresses these potential partners and the strategies to seek their input and assistance in achieving the goals of the Livable City Project.

Neighborhood associations, business associations, and various other citizen groups form a natural and very important set of partners in realizing the objectives of the Livable City Project. Outreach to these groups has been one of the chief undertakings of the

Ordinance 187832, Vol. 1.3.P, page 8935



project thus far, and it will continue to be in the year ahead. This outreach takes several forms. It includes a quarterly newsletter describing recent developments in the various components of the Livable City Project. There is also a display panel with information handouts, which are shown at conferences such as the Regional Rail Summit and the Energy Symposium. Project staff also will continue to make presentations on the Project to various organizations.

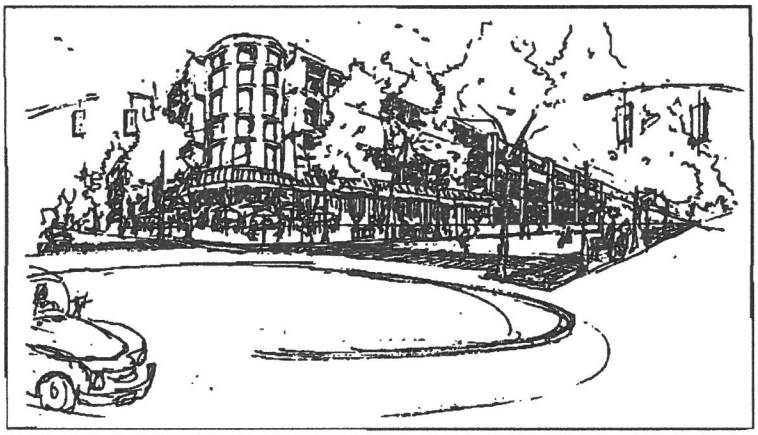
The development community is another important partner in achieving the aims of the Livable City Project. Discussions thus far indicate extensive interest in developing mixed use, medium and higher density projects which would align well with the growth principles. Project staff will continue discussions with the development community, to solicit their input in understanding whether there are regulatory barriers to this type of development. Project staff will also work with developers to identify and

Project staff will continue discussions with the development community, to solicit their input in understanding whether there are regulatory barriers to this type of development.

Ordinance 187832, Vol. 1.3.P, page 8936

implement strategies to demonstrate to lenders the desirability and marketability of higher density, mixed-use development. Financing may be the single greatest barrier to this type of development at present.

Private/Nonprofit/Citizen Partnerships
- Neighborhood Associations
- Development Community
  - — Developers Roundtable (to identify code barriers to mixed-use transit/pedestrian-oriented development)
  - — Case Studies Report
  - — Developers Handbook
- Pedestrian/Bicycle Groups
- Home Builders Association
- American Institute of Architects, Portland Chapter
  - — Urban Street of Dreams (A.I.A. Housing Committee)
  - — Architecture Week
- City Club Land Use & Transportation Committee

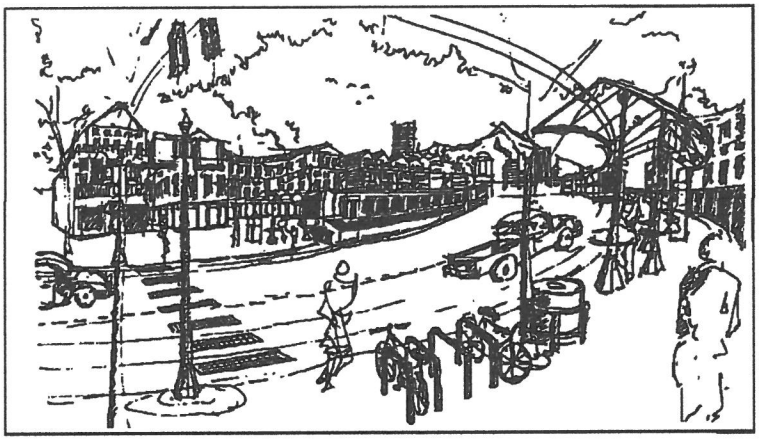


Other Government Agency Partnerships

Many of the bureaus of the City of Portland, along with other regional and State agencies, play a significant role in the quality of the built environment. This role is often both indirect (through regulatory mechanisms) and direct (several agencies are responsible for the construction of various facilities, whether park land, infrastructure/services, or actual buildings). These agencies have the potential to dramatically affect development and investment decisions. The Bureau of Planning is only one link in the development process. The bureau will only succeed in ac-

These agencies have the potential to dramatically affect development and investment decisions.

Ordinance 187832, Vol. 1.3.P, page 8937



complishing the goals of the Livable City Project by involving other agencies as partners in this undertaking.

The Bureau of Planning will conduct meetings with these agencies to inform them about the project, and to seek their guidance and cooperation in fulfilling the project objectives. Along with the other agencies, project staff will seek to determine actions within those agencies which could help achieve project objectives.

The following is a list of agencies which are likely partners in this effort. The list is not necessarily exhaustive, but it indicates the breadth of areas in which Livable City Project objectives might be fulfilled. City agencies are listed first, followed by regional and then state entities.

- Office of Transportation
  - — Regional Rail Program
  - — Bicycle Program
  - — Pedestrian Program
  - — Transportation Planning
  - — Transportation Engineering
  - — "Reclaiming Our Streets" Program
  - — Central City Transportation Management Plan
- Bureau of Environmental Services
  - — Stormwater Program
  - — Combined Sewer Overflow (CSO) Program
  - — River District/Tanner Creek "Daylighting"
  - — National Pollution Discharge Elimination System (NPDES) Program
- Building Bureau
- Portland Development Commission
  - — Central City Housing

Ordinance 187832, Vol. 1.3.P, page 8938

  - — Demonstration Projects along LRT lines
  - — Economic Development Policy Update
- Bureau of Parks & Recreation
- Bureau of Community Development
- Police Bureau
  - — Community Policing
- Tri-Met
  - — Strategic Plan
- Metro
  - — 2040 Plan
  - — RUGGO's
  - — Future Vision
- Oregon Department of Transportation
- Oregon Department of Energy
- Department of Environmental Quality
- State Housing & Community Services
- Department of Land Conservation & Development
  - — Growth Management Grant Program

Appendix M contains a suggested work program for the next phase of the Livable City Project.

Conclusion

This first phase of the Livable City Project has shown that with a continuation of present trends, most of the projected future growth in the Portland region will continue to take place on the suburban fringe of the metropolitan area. Out of a projected increase in population of some half-million people over the next 20 years or so, a relatively small proportion will actually locate within the City of Portland if current trends continue.

The chapter on Implication of Present Trends clearly shows that this will have a major impact on the future livability of both the city and the region. A continuation of low-density suburban sprawl will mean the continued disappearance of good agricultural land, unique environmental areas, and open space in general. It will impact on air and water quality and the low-density development will ensure that it remains predominantly auto-dependent. In addition, it will be very expensive to serve with public facilities and services.

At the beginning of this first phase of the Livable City Project, six growth concepts were suggested as ways in which the city might accommodate addi-

Ordinance 187832, Vol. 1.3.P, page 8939

tional growth while preserving the livability of existing neighborhoods. These growth concepts have been the subject of extensive public discussion in a year-long outreach program. The region-wide Visual Preference Survey™ tested public response to three of the concepts—transit area development, main streets and designed infill. Three special pilot projects tested the application of the same concepts in specific neighborhoods.

A key conclusion of the outreach program was that higher density development would receive public support, provided:

— it is limited to certain areas (such as main streets and around light rail stations)
— the plans for the development involve all major affected parties, and
— it is designed so that it is both attractive and compatible to the local neighborhood.

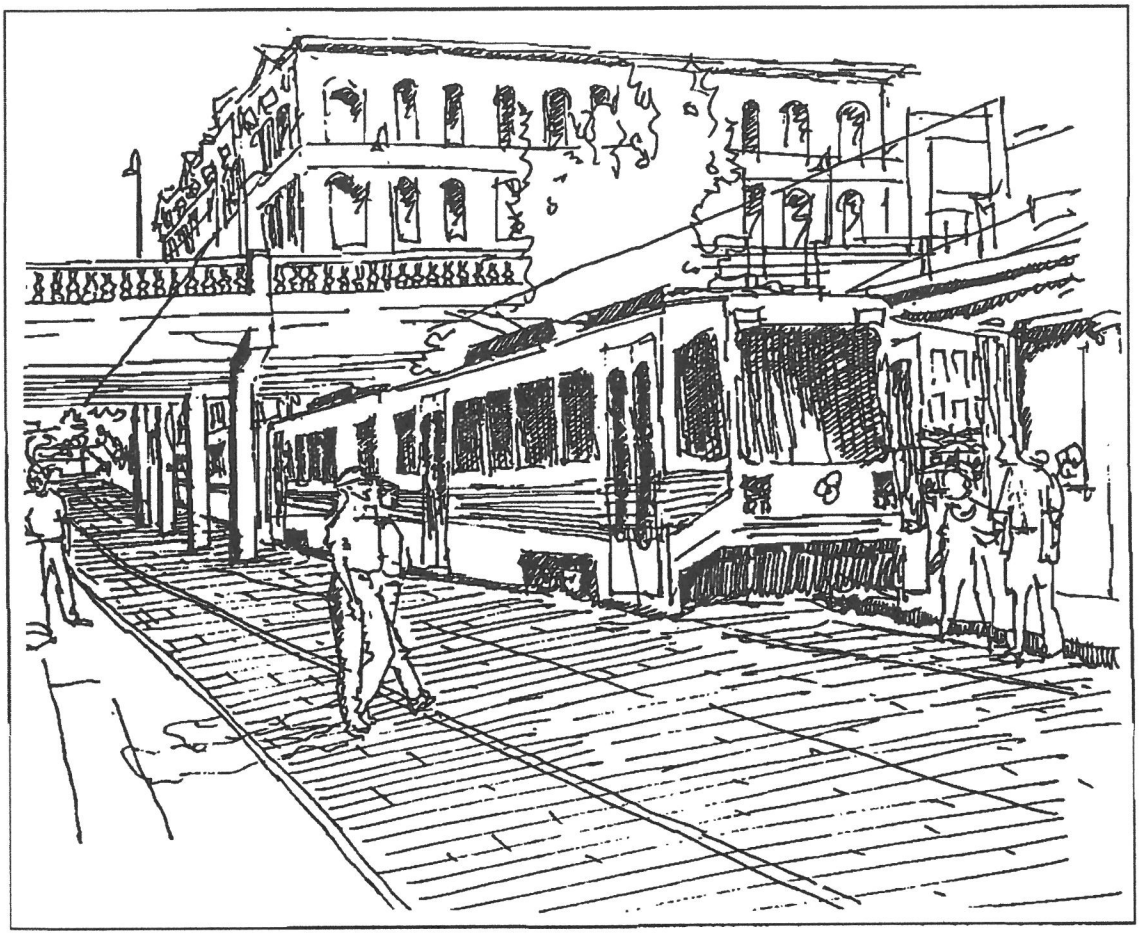
In addition, consultant studies and discussions with developers have indicated a number of problems in financing future mixed-use development and the larger multifamily housing projects. They also have indicated a need for more information on local neighborhood conditions and the need to involve the banking/development community.

As a result of the extensive outreach work undertaken in Phase I, the original growth concepts were reduced to four growth principles:

— Central City
— Transit Stations
— Main Streets, and
— Neighborhood Infill

Some initial strategies have been suggested for these principles and they would be further refined in Phase II. Phase II would also continue to build to public and private partnerships it will take to implement the Livable City Project. If the City is truly to take a positive role in influencing the future development form of both the city and the region, it will take major commitment by many citizens.

Ordinance 187832, Vol. 1.3.P, page 8940



Ordinance 187832, Vol. 1.3.P, page 8941

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: MITA MAJUMDAR - PASQUALE

Business: CHAPTER FOUR

Signature: [signature]

Address: 4702 N. ALBINA AVE.

Comments: I'VE BEEN AN INDEPENDENT BUSINESS OWNER AT THIS LOCATION SINCE 2007 AND WELCOME ANY/ALL COMMERCIAL ZONING AND BUSINESSES AT THIS END OF THE HISTORIC MISSISSIPPI NEIGHBORHOOD. I THINK TRAVELER'S HOUSE IS A FINE ADDITION TO OUR NEIGHBORHOOD AND SUPPORT THE

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

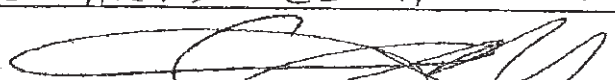
Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: HEE WOON LEE

Business: Cullen's Corner

Signature: 

Address: 4938 N. ALBINA PORTLAND OR

Comments: Boyz made Our Business and all the guest are friendly and very nice. We are very happy to neighbor Business, we Support zoing change. Thank you.

Dear Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Nicolas C. O'Neill

Business: Cherry Sprout Produce

Signature: [signature]

Address: 722 N. Sumner St. Portland OR 97217

Comments: Please see attached comments

November 16th, 2015

To Whom It May Concern,

As a longtime Humboldt community member, lifelong Portlander and local small business owner I am pleased to offer my support for the proposed for re-zoning of properties located at 710 N. Alberta and 650 N. Alberta and to endorse the nature and character of the business in question. The Traveler's House provides an opportunity for people from around the globe to experience the unique qualities of our North Portland neighborhood, our city and our greater region. The Traveler's House has been an outstanding addition to our neighborhood and has enriched our diverse and growing small business community. In my experience the business is operated with the utmost professionalism and respect for its neighbors and I would be delighted to see it get the opportunity to continue to grow in its mission.

Sincerely,

Nicolas Cassian O'Neill
Owner
Cherry Sprout Produce
722 N. Sumner St.
Portland, OR 97217

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Julie Derrick

Business: JDS Shoe Repair

Signature: [signature]

Address: 728 N Alberta

Comments: Improve/maintain our mutually supportive business community in the neighborhood. We like this and would like it to continue. Travellers House is great.

Dear Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Charles Westmoreland

Business: Red Fox

Signature: _____

Address: 5123 N Albina Portland 97217

Comments: My business has an outstanding relationship with Grant Williams. Feel free to contact me with any questions / concerns - Charles

503 250 0229

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Jess Evans

Business: Pdxchange

Signature: [signature]

Address: 3916 N Mississippi Ave

Comments: Travelers House has a great connection to the business community on Mississippi. They focus on the enjoyment of their guests and are happy to guide them to the street to explore & support local. We enjoy our working relationship + are happy to have Travelers as part of our core community.

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structure and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours,

Neighbors at address: 715 N. Alberta portland, OR 97217

Printed name: Jacob Stark deatherage

Signature: [signature]

Comments: i actually really enjoy having the hostel on the block, i enjoy the activity that it brings to the block, the vibrancy. it makes me feel like i live in a city.

Any questions? jacob@bookjournals.com (360) 350 2927.

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structure and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours, Wesley & Sarah Tan

Neighbors at address: 705 N Alberta

Printed name: SARAH NASHIF-TAN

Signature: Sarah Nashif-Tan

Comments: Our neighbors at 710 have been very responsive to our concerns about the livability of our neighborhood.

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structure and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours,

Neighbors at address: 705 N. Humboldt St.

Printed name: Sam & Stephanie Dyer

Signature:

Comments: Feel free to contact us with any questions...
Sam: 503.956.0905 / samuelrdyer@gmail.com.
Stephanie: 503.956.0573 / stephanieAdyer@gmail.com

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structures and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours,

Neighbors at address: JOE PUCCI & BETH TATEEL-PUCCI

Printed name: 715 N. Humboldt St. Portland, OR 97217

Signature: [signature]

Comments: _____

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structure and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours,

Neighbors at address: 716 N. ALBERTA ST

Printed name: JASPER L. AMBERS

Signature: Jasper L. Ambers

Comments:

Arevalo, Nora

From:	shawn furst <shawn@peoples.coop>
Sent:	Tuesday, November 17, 2015 2:41 PM
To:	BPS Comprehensive Plan Testimony
Cc:	Jacob Engstrom
Subject:	Testimony from People's Food Co-op on CM1 zoning change
Attachments:	2015 Peoples Coop CM1 Zoning Change Letter.pdf
Follow Up Flag:	Follow up
Flag Status:	Flagged

People's Food Cooperative

3029 SE 21st Avenue

Portland, Oregon 97202

Re: Commercial Mixed-use 1 zoning for People's Food Co-op's property at 3029 SE 21st Avenue and small property at 2021 SE Tibbetts Street

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

We were recently informed of a proposed change in zoning for our property to Commercial Mixed-use 1 (CM1) from Residential with Exceptions. We are writing today to comment in favor of the change to CM1. We are also in favor of changing the zoning of the small garage to our west, located at 2021 SE Tibbetts Street, to CM1.

People's has operated a community-owned grocery store from our property on SE 21st Avenue since our inception in 1970. We've made it our business to listen to the needs of our neighbors and our larger communities, and to offer the most wholesome food possible. We also provide a vibrant community gathering place and a weekly farmers' market, great benefits to Portland residents and area farmers.

Our grocery store is facing issues of capacity and competition. We're a small store, and expanding our storage and retail space would allow us to continue to provide an anchor business in our neighborhood and serve our communities well. CM1 zoning would allow us to accomplish these aims.

Ordinance 187832, Vol. 1.3.P, page 8954

Additionally, we suggest including the small garage at 2021 SE Tibbetts Street, directly to the west of our property, in the zoning change to CM1. This garage has been used as a commercial, non-retail property for a very long time. Zoning this property CM1 could allow us to use it for storage, which could result in lower-cost groceries for our neighborhood's residents.

Thank you for your time,

Jacob Engstrom, Board Chair

Heidi Olejnik, Board Vice Chair

Shawn Furst, Development manager

People's Food Cooperative

Portland, Oregon

http://peoples.coop

attached: PDF version of this testimony

Ordinance 187832, Vol. 1.3.P, page 8955

AUDITOR 11/25/15 AM10:16

People's Food Cooperative
3029 SE 21st Avenue
Portland, Oregon 97202

Re: Commercial Mixed-use 1 zoning for People's Food Co-op's property at 3029 SE 21st Avenue and small property at 2021 SE Tibbetts Street

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

We were recently informed of a proposed change in zoning for our property to Commercial Mixed-use 1 (CM1) from Residential with Exceptions. We are writing today to comment in favor of the change to CM1. We are also in favor of changing the zoning of the small garage to our west, located at 2021 SE Tibbetts Street, to CM1.

People's has operated a community-owned grocery store from our property on SE 21st Avenue since our inception in 1970. We've made it our business to listen to the needs of our neighbors and our larger communities, and to offer the most wholesome food possible. We also provide a vibrant community gathering place and a weekly farmers' market, great benefits to Portland residents and area farmers.

Our grocery store is facing issues of capacity and competition. We're a small store, and expanding our storage and retail space would allow us to continue to provide an anchor business in our neighborhood and serve our communities well. CM1 zoning would allow us to accomplish these aims.

Additionally, we suggest including the small garage at 2021 SE Tibbetts Street, directly to the west of our property, in the zoning change to CM1. This garage has been used as a commercial, non-retail property for a very long time. Zoning this property CM1 could allow us to use it for storage, which could result in lower-cost groceries for our neighborhood's residents.

Thank you for your time,

Jacob Engstrom, Board Chair
Heidi Olejnik, Board Vice Chair
Shawn Furst, Development manager
People's Food Cooperative
SE Portland

Arevalo, Nora

From: Arevalo, Nora
Sent: Tuesday, November 17, 2015 2:06 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: comp plan feedback

Follow Up Flag: Follow up
Flag Status: Flagged

From: Manning, Barry
Sent: Tuesday, November 17, 2015 2:05 PM
To: Arevalo, Nora <Nora.Arevalo@portlandoregon.gov>
Cc: Frederiksen, Joan <Joan.Frederiksen@portlandoregon.gov>
Subject: FW: comp plan feedback

Fyi – comp plan testimony?

Barry Manning | Senior Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue #7100, Portland, OR 97201
503.823.7965 (p) | 503.823.7800 (f)
barry.manning@portlandoregon.gov

From: Ellen and Houston [mailto:ellenhouston03@msn.com]
Sent: Monday, November 16, 2015 2:46 PM
To: BPS - Mixed Use Zones <MixedUseZones@portlandoregon.gov>
Subject: comp plan feedback

1. More neighborhood involvement: The planning department should schedule more meetings with neighborhood associations as well as general meetings in neighborhoods for input. This is a very complex process and a difficult one for the average citizen to understand. Extend the timeline for completing the comprehensive plan. Encourage more dialogue with local citizens.

2. Change the Multnomah Village (commercial district) mixed-use zoning designation to a Corridor instead of a Center and as a CM-1 zone.

a. the Multnomah Village commercial district as it is currently constituted is a vital area. Its businesses are prosperous and operate at near capacity. As an example, the local Starbucks staff indicates that they are at their maximum productive capacity and could not accommodate additional customers. Any zoning designations that would increase density through additional multifamily developments in any part of the Multnomah neighborhood will create traffic, safety and parking problems. Most of the feeder streets that funnel into the Multnomah commercial district do not have sidewalks and are not maintained by the City of Portland. Local residents use these streets not only for car travel but also as the walkways of the neighborhood.

Ordinance 187832, Vol. 1.3.P, page 8957

b. Parking in the commercial district is near or at capacity. It cannot accommodate more multifamily housing infill. Neighbors who live near the commercial district are fearful that their quiet streets will be overwhelmed with persons looking for parking spaces.

c. Any buildings higher than 3 stories will increase density with the related problems noted above. Higher buildings also will affect the pedestriant sightlines of urban forest in the hills surrounding ths commercial district.

3. The Planning Department should underwrite valid studies that would assess increased density impacts upon neighborhood traffic, parking, transportation and the physical environment.

4. The planning department should explain and document the City's 2035 growth projection which forecasts approximately 260,000 more people will be living in Portland within 123,000 new households. This projection appears to be the key guiding factor for the 2035 Comprehensive Plan. The Planning Department has an obligation to clearly explain the factors and basis for these projections to Portland's current citizens. Growth of this scale may be unrealistic? Does it reflect the wish dreams of developers, home builders, allied politicians and corporate profiteers?

Houston Markley

4629 SW Carson ST

Portland, 97219 503 244 1166

Ordinance 187832, Vol. 1.3.P, page 8958

Arevalo, Nora

From: Allen F <allen_field@yahoo.com>
Sent: Tuesday, November 17, 2015 12:57 PM
To: BPS Comprehensive Plan Testimony
Subject: Richmond Neighborhood Association Positions to Date on Comp. Plan Issues based on Prior Votes
Attachments: PSC comp plan followup to 3-15 ltr.pdf; PSC comp plan 3-15 ltr.pdf; PSC comp plan 2-15 ltr.pdf; PSC comp plan ltr.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor Hales and Commissioners:

The letter is to put into the record for Council's consideration of the 2035 Comprehensive Plan the letters dated December 20, 2014, February 18, 2015, March 12, 2015, and April 25, 2015 previously sent by the Richmond Neighborhood Association (RNA) on a variety of Comp Plan issues.

I am sending these letters in my personal capacity and not as a representative of the RNA. The letters are public record and represent the RNA's position on these issues as determined by vote of the RNA.

Respectfully,

Allen Field
3290 SE Grant St.
Portland, OR 97214

Ordinance 187832, Vol. 1.3.P, page 8959

Richmond Neighborhood Association
c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010

http://richmondpdx.org/ *RNAnewsletter@gmail.com* *richmondna@yahoo.com*

December 16, 2014

Sent via email: psc@portlandoregon.gov

Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Comprehensive Plan Issues

Dear Planning and Sustainability Commission:

At the Richmond Neighborhood Association's (RNA) regular monthly meeting on November 10, 2014, the RNA discussed several issues relevant to the current Comprehensive Plan Update process, and voted to take a position on several of them.

Neighborhood Center Designation for Belmont-Hawthorne-Division Area

The RNA Board voted to urge the city to designate the Belmont-Hawthorne-Division area as a Neighborhood Center, not a Town Center as proposed in the 2035 Comprehensive Plan Update.

The current Comprehensive Plan Policy Framework focuses on compact development and density defined by transit streets, main streets, town centers, and transit centers. A new policy direction represented in the draft Comprehensive Plan is the Healthy Connected City Strategy, which has at its core, the Complete Neighborhoods Objective: "By 2035, 80% of Portlanders live in a complete neighborhood with safe and convenient access to goods and services needed in daily life."

This new policy direction is centered on a typology of centers, places of focused activity, services and housing, having varying sizes with differing roles. These include: Major Centers (Central City, Gateway), Town Centers, Neighborhood Centers, Local Centers, and Corner Markets.

Town Centers[1] are defined as having the following characteristics:

- Serve a broad area of the city and a number of area neighborhoods and districts, with some regional function;

[1] "Town Center" and "Neighborhood Center" definitions are from the Urban Design Framework, November 7, 2013, presentation to Neighborhood Centers Policy Expert Group, p. 13; Comprehensive Plan Update: Working Draft, Section II – Urban Design Framework, p. II-4 (January 2013); and Neighborhood Centers Policy Expert Group Centers Typology Discussion, July 19, 2012.

Ordinance 187832, Vol. 1-3 P., page 8960

- Substantial employment component;
- High-capacity transit/light rail;
- Room for 7,000 households;
- Mid-rise scale buildings (5-7 stories tall); and
- Play an important role in accommodating growth

Neighborhood Centers have the following characteristics:

- Smaller centers that primarily serve adjacent neighborhoods;
- Frequent bus service;
- Room for 3,500 households;
- Low-rise scale buildings (3-5 stories tall); and
- "Neighborhood Centers have a central role in helping us achieve more "complete communities" – where Portlanders have the option of meeting many of their daily needs within walking distance of home."

Most board members and neighbors in attendance agreed that the definition of "Neighborhood Center" is a more accurate description of the Belmont-Hawthorne-Division area. This area primarily serves the adjacent neighborhoods, not a broad area of the city, it does not have a regional function; it has frequent bus service but not high-capacity transit or light rail; it has room for 3,500 households but not 7,000 households (in 2010 there were 4,000 households with a housing capacity of 6,200 households[2]) and there are low rise buildings 2-4 stories tall, not 5-7 story mid-rise buildings.

Accordingly, the RNA Board voted to request that the Belmont-Hawthorne-Division area be designated a Neighborhood Center, not a Town Center.

Historic Resources

The RNA Board voted to request the city to update the historic resources inventory to analyze key historic resources in Richmond and identify buildings which may warrant preservation. The existing historic resource inventory has not been updated since the mid-1990's.

Preserving the Division Main Street Overlay

The Board voted to request that Division Main Street Overlay be preserved and expanded. There is a concern that the Mixed Use Zones Project eliminate the Main Street Overlay when new mixed use zones and standards are adopted. This Overlay is one of the few existing frameworks that provide for context-specific design standards for Division Street and other main street corridors. There is strong interest in having more design guidelines/standards and design review for Division and there is a concern amongst the RNA Board that we may be losing what could be a viable framework for augmenting more context-specific design standards for corridors like Division.

---

[2] Households figures are from US Census 2010 and ESRI Business Analyst, as listed in BPS' July 18, 2012 Neighborhood Centers Study Areas.

Ordinance 187832, Vol. 1.3.P, page 8961

Further exploration of retaining and amending this Main Street Overlay should be considered as a means of increasing more neighborhood specific design standards for the special and often neighborhood-defining character that exists along main street corridors in Portland.

Increased Neighborhood Notification

The Board voted to request that the notification requirements for new developments be strengthened to include a broader notification area, as well as earlier notification to the community.

Current notification requirements are too open-ended and often do not allow adequate time or notice to affected community members to have meaningful or timely input. A visit to the community by developers in the conceptual phases of a project proposal, as well as earlier visits to the neighborhood association prior to submittal for permits, would facilitate more effective community input, help reduce conflicts, and support opportunities for creative solutions to be identified and negotiated to meet the goals of both the neighborhood and the project applicant.

Sincerely,

Allen Field
Chair
Richmond Neighborhood Association

cc: Marty Stockton, BPS Southeast District Liaison

Richmond Neighborhood Association
c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010

http://richmondpdx.org/ *RNAnewsletter@gmail.com* *richmondna@yahoo.com*

April 25, 2015

Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201
psc@portlandoregon.gov

Barry Manning
Senior Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue #7100, Portland, OR 97201

Re: Comprehensive Plan and Zoning Issues

Dear Planning and Sustainability Commission and Mr. Manning:

This letter is to clarify the explanation of the results of the "Division Perceptions Survey" described in the Richmond Neighborhood Association's (RNA) letter of March 12, 2015 which reported on the RNA's vote to recommend a three-story height limit on SE Division for those properties that are not already four-stories.

In providing background to and context for the vote, it was explained that

> The Division Design Committee, in partnership with Portland State University students, developed a "Division Perceptions Survey" (http://divisionperception.suprmap.org). to get a "better understanding on how the residents along the Division Street corridor feel about the rapid changes that have taken place in the last 18 to 24 months, design preferences, and their vision for the future of Division." In the survey, 83% of respondents expressed a preference for 2 and 3 story buildings, while 90% overall stated a preference for "smaller" buildings. A summary of the survey results is attached.

However, this explanation gave the incorrect impression that 83% of *all* respondents who took the survey stated a preference for 2 and 3 story buildings and that 90% of *all* respondents stated a preference for "smaller" buildings. It would have been more accurate to explain that these percentages were of those respondents who expressed an opinion on height or scale preferences, which was correctly explained in the survey summary attached to the letter. Attached is an updated survey summary with more recent survey figures.

As of March 9, 2015, approximately 300 people had responded to the Division Perceptions Survey. One of the survey questions was the following open-ended question:

> Design: What are your design preferences for future mixed-use development (Residential and Commercial uses in the same building) on Division? For example, size, scale, style, building form, facade, street frontage, etc.?

This question received 258 responses, which generally fell into the following categories: scale, parking, open space, balconies, stepbacks and setbacks, architectural style, pedestrian amenities, building materials, preservation, and desired uses. Out of this group, 127 respondents, approximately 49%, noted a scale or height preference. Of *these* 127 respondents who considered or cared to express an opinion on scale or height preferences, 72% (92 respondents), expressed a preference for one, two or three story buildings, and another 17% (21 respondents) noted a preference for "small/smaller" buildings, for a combined total of 89% who stated a preference for "smaller" buildings. [1] (See attached survey summary for a more detailed explanation.)

As the attached summary explains: a "[k]ey takeaway is that of all respondents noting design preference for scale or building heights in this question, a total of 89% noted a preference for small/smaller buildings in the range of one- three stories on Division." (Bold deleted).

The RNA's vote for a 3-story height limit, the Division Perceptions Survey, and the general community sentiment at our meetings reflect a significant groundswell of opinion about the building scale and parking impacts of the recent mixed use developments on Division St. The proposed Comprehensive Plan Update and the Mixed Use Zones should explore additional tools and strategies to allow neighborhoods to address concerns that arise when the community feels that increased density and development have tipped the balance and start to detrimentally impact livability in their community.

Sincerely,

Allen Field
Chair, Richmond Neighborhood Association

cc: Susan Anderson, Director, Bureau of Planning and Sustainability
Joe Zehnder, Chief Planner, Bureau of Planning and Sustainability
Marty Stockton, Southeast District Liaison, Bureau of Planning and Sustainability
Mayor Charlie Hales
Commissioner Amanda Fritz
Commissioner Nick Fish
Commissioner Steve Novick
Commissioner Dan Saltzman

[1] The slightly different percentage numbers between this letter and the RNA's March 12 letter are because the March 12 letter used figures from the survey summary that was on the Division Design Initiative's website at that time (http://divisiondesigninitiative.org/), which had October 2014 figures. This letter and the attached summary reflect the most current numbers.

Richmond Neighborhood Association
c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010

http://richmondpdx.org/ *RNAnewsletter@gmail.com* *richmondna@yahoo.com*

March 12, 2015

Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201
psc@portlandoregon.gov

Barry Manning
Senior Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue #7100, Portland, OR 97201

Re: Comprehensive Plan and Zoning Issues

Dear Planning and Sustainability Commission and Mr. Manning:

At the Richmond Neighborhood Association's (RNA) regular monthly meeting on March 9, 2015, the RNA continued its discussion of zoning issues and the Comprehensive Plan Update process. It voted to take a position on the following issues:

3-Story Height Limit on SE Division St.

The RNA Board voted to request the city to place a three-story height limit on SE Division for those properties that are not already four-stories, but the RNA left open the issue of whether a fourth story should be allowed through amenity bonuses. The RNA will likely address the latter issue at its April meeting when Barry Manning will give a presentation on the Mixed Use Zones Project.

The impetus behind this issue is the significant community backlash against the extensive development that has changed the look and feel of SE Division in just a few short years. There have been eight 4-story apartment buildings built the past 2 years between SE 31st Ave and 39th Ave/Cesar Chavez Blvd and a new 27-unit, 4-story apartment building (without parking) is planned for 3021 SE Division. In addition, a 72-unit building, without parking, was recently completed at SE Division and 48th Ave. and a 120+-unit building, with parking, is planned for SE Division and 50th Ave.

This backlash has been frequently expressed at RNA meetings, including Land Use meetings, and has been voiced through an online survey created by the Division Design Initiative ("DDI").[1]

[1] The DDI is a project of the inter-neighborhood Division Design Committee (DDC), initiated to make recommendations for addressing community design concerns and to inform future

The Division Design Committee, in partnership with Portland State University students, developed a "Division Perceptions Survey" (http://divisionperception.suprmap.org) to get a "better understanding on how the residents along the Division Street corridor feel about the rapid changes that have taken place in the last 18 to 24 months, design preferences, and their vision for the future of Division." In the survey, 83% of respondents expressed a preference for 2 and 3 story buildings, while 90% overall stated a preference for "smaller" buildings. A summary of the survey results is attached.

The RNA's motion did not pass unanimously. Three board members opposed the motion, stating a concern that a 3-story limit would prevent people from living closer to the central city and it would require people to commute farther. However, as one board member commented, not everyone who moves to Portland needs to live on SE Division, which has reached its density saturation point. Further, as Commissioner Fritz has noted in Council sessions, Portland's current zoning capacity is more than adequate to meet the projected population influx over the next 20 years.

The RNA's vote specifically left open the issue whether the Board will recommend that the city should adopt the amenity bonus framework being considered by the Mixed Use Zones Project, which would allow extra stories above a base height level. The RNA felt it was premature to vote on this issue since the MU Zones Project has not yet finalized the amenity bonus framework or the menu of qualifying community benefits. Next month, Barry Manning, the Project Director of the MU Zones Project, will give a presentation to the RNA on the Mixed Use Zones Project and the amenity bonus framework.

Approval Criteria for Zone Change Requests from CM2 to CM3

The RNA voted unanimously to support having approval criteria for zone change requests to up-zone from CM2 to CM3 zones.

The RNA was unable to settle on the appropriate criteria, as it needed more information on the proposed set of criteria listed in the Draft Zone Application Locational Criteria in the Mixed Use Zoning Project: Draft Revised Zoning Concept Information Sessions, February 25-26, 2015. For instance, the RNA was unclear on the proposed distance for the criteria "Near high-capacity transit stations and on streetcar corridors." Other ideas for additional locational criteria that were stated at the meeting include: adjacent to 4-lane streets, not being placed next to R2.5 or R5 zones, neighborhood notification, and meeting heightened sustainability criteria.

---

development patterns and planning along Division. Formed in Spring 2014, the DDC includes representatives from key neighborhood and business organizations in the inner SE Division community (RNA, HAND, Division Clinton Business Association, SE Uplift, South Tabor Neighborhood Association, and Sustainable Southeast). The DDI is currently drafting design guidelines for SE Division from SE 11th Ave. to SE 60th Ave. This project furthers the work of the Division Vision Coalition and the 2006 Division Main Street/Green Street Plan. The design guidelines are expected to be completed by Summer 2015.

The RNA will look to Mr. Manning's presentation in April to elaborate on the proposed approval criteria.

Sincerely,

Allen Field
Chair
Richmond Neighborhood Association

cc: Susan Anderson, Director, Bureau of Planning and Sustainability
Joe Zehnder, Chief Planner, Bureau of Planning and Sustainability
Marty Stockton, Southeast District Liaison, Bureau of Planning and Sustainability
Mayor Charlie Hales
Commissioner Amanda Fritz
Commissioner Nick Fish
Commissioner Steve Novick
Commissioner Dan Saltzman

Richmond Neighborhood Association
c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010

http://richmondpdx.org/ *RNAnewsletter@gmail.com* *richmondna@yahoo.com*

February 18, 2015

Sent via email: psc@portlandoregon.gov

Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Comprehensive Plan Issues

Dear Planning and Sustainability Commission:

At the Richmond Neighborhood Association's (RNA) regular monthly meeting on February 9, 2015, the RNA continued its discussion of issues relating to the current Comprehensive Plan Update process, and voted to take a position on the following issues.

Mixed Use-Dispersed Designation for SE Clinton St.

The RNA Board voted to request the Planning and Sustainability Commission to revise the proposed Comprehensive Plan designation for the business nodes on SE Clinton St at 16th, 21st and 26th Aves. ("Clinton business nodes") from Mixed Use-Urban Center to Mixed Use-Dispersed.

The current draft of the Comprehensive Plan proposes to designate the Clinton business nodes as MU-Urban Center. Such designation "is intended for areas that are close to the Central City and within Town Centers where urban public services are available or planned including access to high capacity transit, very frequent bus service, or streetcar service," and will allow development that will be "from low-rise to mid-rise in scale." Comprehensive Plan Update at GP10-12. The Mixed Use Zones Project currently lists the corresponding commercial zones for this designation as CM1, CM2, CM3, and CE. CM2 would allow structures up to 35'-45' to possibly 55' with amenity bonuses (or 3/4 to 5 stories), and CM 3 would allow structures up to 45'-65' to possibly 75' with amenity bonuses (or 4/6 to 7 stories)[1]. Though CM3 is not presently planned for Clinton or Division, property owners in a CM2 zone could petition to up-zone their property to CM3.[2]

The RNA Board believes that the MU-Dispersed designation is much more appropriate for the Clinton business nodes. Such designation allows development that is "small in scale, have little impact, and provide services for the nearby residential areas. Development will be similar in

[1] Mixed Use Zones Project: Preliminary Zoning Concept – DRAFT, p.3, November 5, 2014.
[2] At the RNA meeting, Marty Stockton. BPS Southeast District Liaison. explained that BPS staff is considering adopting approval criteria for up-zoning property from CM2 to CM3. The Board expressed interest in having such criteria and will further explore this issue at its March meeting.

Ordinance 187832, Vol. 3, Page 8968

scale to nearby residential development to promote compatibility with the surrounding area." Comprehensive Plan Update at GP10-11. MU-Dispersed would allow only CM1, which would allow structures up to 35' (or 3 stories). (There is no CG zone at these nodes, which would correlate to the new CE zone.)

As noted in the RNA meeting, the defining character and charm of the Clinton business nodes is the small scale and older buildings at these sites. Allowing a MU-Urban Center Designation would likely lead to development that is of a much greater scale than the businesses and nearby residences at these nodes, development similar to what has been occurring on SE Division. Using the Comprehensive Plan definition for MU-Urban Center, these nodes are not within any UDF designated Town Center.

Another concern is the impact that such designation would have on the Clinton Bike Boulevard, which is already being impacted by the growing density and conflict of use along Clinton. Allowing CM2 and possibly CM3 zoning and the corresponding development along Clinton would have a huge impact on the Clinton Bike Boulevard.

The Hosford-Abernethy Neighborhood District Association ("HAND"), for perhaps similar reasons, also opposes the MU-Urban Center designation for the Clinton Business nodes.

Consistent with the RNA's vote, the Bureau of Planning and Sustainability's "Centers and Corridors Growth Strategy" Staff Report, dated January 14, 2015, recommends changing the designation for the Clinton business nodes to MU-Dispersed. Recommendation Nos. 22 and 42, at pp.17, 19.

Request for Design Overlays

The RNA Board voted unanimously to urge the City to add a Design Overlay for historic streetcar routes, main streets, and major transit and civic corridors, and that this be implemented in 2015, not in 2017 when the Comprehensive Plan will be formally approved.

In its December 16, 2014 letter to the Planning and Sustainability Commission, the RNA stated its strong interest in having more design guidelines/standards and design review for Division. It was, therefore, very welcomed news at the February 9, 2015 RNA meeting when Marty Stockton, BPS Southeast District Liaison, explained that BPS is considering adding a Design Overlay to MU-Urban Center designations, which would include the heart of the business districts on SE Division, Hawthorne and Belmont. The RNA strongly urges the City to add a Design Overlay to the MU-Urban Centers. The RNA also feels that Design Overlay should be applied to historic streetcar routes, main streets, and major transit and civic corridors.

Prioritize Pattern Area Standards

The RNA Board voted unanimously (1) to request the City to prioritize the Pattern Area Standards project for 2015 in its staff work plans and budget, and not wait for final approval of the Comprehensive Plan in 2017, and (2) that these Standards incorporate the current guidelines of the Boise-Elliot Neighborhood Association and the forthcoming design guidelines of the Division Design Initiative (DDI).

The DDI is a project of the inter-neighborhood Division Design Committee (DDC), initiated to make recommendations for addressing community design concerns and to inform future development patterns and planning along Division. Formed in Spring 2014, the DDC includes representatives from key neighborhood and business organizations in the inner SE Division community (RNA, HAND, Division Clinton Business Association, SE Uplift, South Tabor Neighborhood Association, and Sustainable Southeast).

The DDI is currently creating design guidelines for SE Division from SE 11th Ave. to SE 60th Ave. This project furthers the work of the Division Vision Coalition and the 2006 Division Main Street/Green Street Plan, and is the result of a year of public meetings, research, design tours, surveys, and community outreach and engagement events. The design guidelines are expected to be completed by Summer 2015.

The unique character of our neighborhoods is an essential part of Portland's identity and history. However, the overwhelming surge in development associated with the resurgence of the housing market over the last 24 months is quickly changing the look, feel, and character of Portland's neighborhoods. Design issues and concerns have been raised extensively by neighborhoods across Portland, reinforcing the critical importance of more context-sensitive design standards and an increased need for design review.

As neighborhoods are asked to accommodate more growth and density, it is vital that we have the urban design tools to help uphold our long term goals for new development and better integrate urban infill within the fabric of existing communities. We thank you for your long term vision and Comprehensive Planning work and strongly urge you to prioritize the development and implementation of increased design review and new Pattern Area Standards.

Sincerely,

Allen Field
Chair
Richmond Neighborhood Association

cc: Susan Anderson, Director, Bureau of Planning and Sustainability
Joe Zehnder, Chief Planner, Bureau of Planning and Sustainability
Marty Stockton, Southeast District Liaison, Bureau of Planning and Sustainability

Arevalo, Nora

From: Arevalo, Nora
Sent: Tuesday, November 17, 2015 12:23 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Testimony on Mixed Use Zones Project
Attachments: MIXED-USE COMMENTS.rtf

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Manning, Barry
Sent: Tuesday, November 17, 2015 12:23 PM
To: Stark, Nan <Nan.Stark@portlandoregon.gov>; Arevalo, Nora <Nora.Arevalo@portlandoregon.gov>
Subject: FW: Testimony on Mixed Use Zones Project

These are comp plan as well

Barry Manning | Senior Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue #7100, Portland, OR 97201
503.823.7965 (p) | 503.823.7800 (f)
barry.manning@portlandoregon.gov
-----Original Message-----
From: John Frewing [mailto:gkjfrewing@gmail.com]
Sent: Monday, November 16, 2015 9:53 AM
To: BPS - Mixed Use Zones <MixedUseZones@portlandoregon.gov>
Subject: Testimony on Mixed Use Zones Project

Gentlemen,

Below is my testimony on the Mixed Use Zones Project. My name is John Frewing. I reside at 1300 NE 16th Ave, Apt 1104, Portland, Oregon, 97232. Other contact information is phone 503-280-2511, email at gkjfrewing@gmail.com

MIXED-USE COMMENT LETTER

First of all, we wish to associate our concerns with those of other neighborhood associations and coalitions namely 1) the Adam Silver, Chair NECN Land Use letter to BPS January 21 2015 which sought stronger provisions for housing, development and neighborhood compatibility and 2) the Irvington Community Association comment (Dean Gisvold) letter on the Comprehensive Plan of March 13, 2015 which highlighted their area adjoining NE Broadway, noting that there is TWICE the development capacity in BPS plans as expected growth in the area.

Second, we suggest that the Mixed-Use zones CM1 and CM2 be REQUIRED to include some housing (say a minimum of two units or 10percent) as part of development. This would further the connection a neighborhood to commercial activity and add meaning to the title of these zones.

With specific reference to the Sullivan's Gulch neighborhood, we make the following comments:

1. We have asked that the entire area of the so called 'North Banfield Portal' (NE16th to 21st Avenues, south of Multnomah Blvd) be designated on the Comprehensive Plan Map as High Density Multi-Dwelling (RH). It is not part of any Urban Center which other designation would imply. Pending the outcome of that request, we ask that this entire area be down-zoned to Commercial Mixed-Use 1 (CM1).

- The scale of development adjacent to our residential neighborhood should be limited to a height of 35 feet. There is no other development in the area exceeding this height. Such zoning would implement the definition of CM1 zones as "compatible with the scale of surrounding residentially zoned areas." The height transition, setback/stepdown provisions and street/building scale of the CM1 zone are appropriate for the residential neighborhood.

- This area is not on any corridor or node suggesting higher commercial use. The area is not even at the "edge of neighborhood centers, town centers or regional centers" which is part of the definition of CM1 zones and thus would argue for even lower zoning.

- The existing CXd zone of the Marriott Residence Inn and CO2 zone fronting on NE 21st Avenue can be considered as pre-existing non-conforming uses. The Marriott property currently does not exceed the height of the CM1 zone.

- The area is not served by high-capacity transit service.

2. The proposed up zoning of areas on the north side of NE Weidler from NE 17th to NE 24th should be rescinded. This up zoning is INCONSISTENT with the approved neighborhood and the Recommended Draft of the 2035 Comprehensive Plan. Sullivan's Gulch is a small, high density residential neighborhood and threatened by

development in new areas at its boundaries. Comprehensive Plan map designations establish long-range land use plans and investments that can affect many people. We urge you to include resident populations in decisions that affect them.

- This up zoning is inconsistent with the Sullivan's Gulch Neighborhood Plan. The plan noted that returning NE Broadway to a two way street would increase exposure to businesses located there. Objective 3B calls for "providing incentives to maintain and upgrade the residential properties and support the existing land use designations" there. Objective 3C calls for "retaining the present zoning and Comprehensive Plan Map designations which should help reserve existing housing stock by discouraging speculation." Specifically (Objective 4A), "Preserve the qualities which contribute to the overall character of this area which include the age, style, uniform setbacks, narrow tree-lined streets and landscaping." Policy 7 of the Neighborhood Plan states "Maintain and preserve the existing housing stock while providing opportunities of additional density through internal conversions and development of vacant and underdeveloped sites. Provide housing for a diverse populate close to the Central City."

- There is no near term (5-7 years) need for more business sites within Sullivan's Gulch. For a long time, there have been numerous vacancies in the commercial stock on Broadway. SE Division St, SEHawthorne, etc all have vigorous commercial districts without thru-lot access. See Policy 6.18 (page GP6-9) of the draft Comprehensive Plan. The proposed addition of Mixed-Use areas north of Weidler would require additional city expenses for infrastructure and exacerbate parking problems south of Weidler.

- Sullivan's Gulch residents have expressed a desire for a variety of new construction along Broadway - not like the monolithic Grant Park block. Uniform up zoning of Broadway defeats that preference. Higher rents defeats space for innovation and entrepreneurship (page GP6-1 of Comp Plan). We want small, independent- and locally-owned businesses. We must encourage concentrations of commercial services and employment opportunities in city "centers", page GP6-19. One size does not fit all.

- All of Sullivan's Gulch is shown as a "Inner Ring commercial district" on page I-9 of Comp plan, whereas Irvington, across the street is shown simply as a "inner neighborhood pattern area". This must surely be an editorial error. Similarly, Figure 3-8 of the Comprehensive Plan shows part of the Sullivan's Gulch (east of NE 16th Ave) as part of the Central City; it is not. Another editorial error? Please correct these materials to make Sullivan's Gulch similar to Irvington.

- SG already has access to a 'complete neighborhood' on Broadway. Spreading this area south to Weidler attacks the heart of Sullivan's Guich residential area. The north side of Weidler between 17th and 24th is the most 'residential' of any street side in Sullivan's Gulch; it has 26 identified lots, 21 single family housing structures, 2 vacant lots, 2 parking lots and only one identifiable apartment complex. Focusing growth on NE Broadway (compact urban form) minimizes carbon emissions (page I-33 of Comp

Plan) and reduces infrastructure expenses (rebuild where necessary).

- Use the Inner Ring Districts (Policies 3/40 thru 3/44 of comp plan) to guide development along Broadway corridor: 1)Emphasize growth that replaces gaps in historic urban fabric 2)Guide growth in corridors to transition to mid-rise scale close to central city 3)Maintain and enhance distinct identities, 4) Provide diversity of residential areas and 5) enhance role of inner ring transit, bicycle and pedestrian networks.

- The Mixed-Use policy as applied to Sullivan's Gulch is inconsistent with major policies of the Comprehensive 'Design and development' chapter, e.g.. Context (GP4-5), Residential Areas, Centers and Corridors, Transitions, Off Site Impacts, and Historic and Cultural Resources.

3. The thirteen smaller houses between NE 28th and NE 32nd south of Broadway are the last bit of housing of that type in Sullivnan's Gulch. It should be preserved. Extending urban form density to Weidler would displace residents in that area and increase speculation and a lingering lack of care of homes. Housing diversity is one of the goals of the Comprehensive Plan (page GP5-6) as well as housing affordability (page GP5-9).

Again, we believe the overall application of the Mixed-Use policies is 'on the whole' inconsistent with the Recommended Draft of the 2035 Comprehensive Plan. We would like acknowledgment of receiving these comments and look forward to your consideration as the city planning process moves forward.

Arevalo, Nora

From: BRIAN ALFREY <brianalfrey@icloud.com>
Sent: Tuesday, November 17, 2015 12:18 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To Portland City Council:

I live at 1232 SE Belmont and would like to register my thoughts with the Council regarding the proposed zoning of my property.

Across from my front door is the Ritzdorf Court, A REACH Community Development property which offers housing for the homeless. While I support the purpose of this housing, I was surprised that the proposed Comprehensive Plan will not change the zoning of two of the three residential properties directly across from the Ritzdorf to allow for mixed use.

Of the three properties across from the Ritzdorf on SE Belmont between 12th and 13th, one is a law office that is included in the proposed Mixed Use - Urban Center designation, while the two other properties (including mine) are to remain limited to medium density residential. My property is a single family dwelling that is over 120 years old and is in very good condition. I do not wish to tear it down to build a medium density apartment building but will be far more likely to consider doing so as our section of Belmont becomes less and less livable for single family dwellings. My property is surrounded by large apartments and newer mixed use developments up and down Belmont St., and along 12th Avenue. I would be much more inclined to convert my 120 year-old property into a small business (keeping the historic building) to help serve the growing population in my neighborhood than to tear it down to build more dense housing. As a result, I am asking that the City Council consider including our two properties in the Mixed Use - Urban Center designation.

Thank you for your consideration.

Brian Alfrey
1232 SE Belmont St.
Portland, OR 97214
503-803-8701
brianalfrey@icloud.com

Arevalo, Nora

From: Kurt Bruinier <Kurt@bruinier.com>
Sent: Tuesday, November 17, 2015 11:12 AM
To: BPS Comprehensive Plan Testimony
Subject: "Comprehensive Plan Testimony"

Follow Up Flag: Follow up
Flag Status: Flagged

11/17/15

Two Whom It May Concern,

I am in favor of the proposed change to the comprehensive plan from general commercial to mixed use , – civic corridor. The change would make a better fit for the area, since we have apartments on two sides of our building, and Fred Meyers on the third side. With the current lack of housing and our close proximity to downtown, having the ability to add housing is a winning proposition for everyone

Thank you for the opportunity to express my opinion.

Sincerely,

Kurt Bruinier

15525 SW Beef Bend Rd

Tigard, Or 97219

Office address: 1304 SW Bertha Blvd. (503)246-3022

Building owner at 1302-1308 SW Bertha Blvd.

Arevalo, Nora

From: Bart or Connie Mooyman-Beck <bandcmb@comcast.net>
Sent: Tuesday, November 17, 2015 11:04 AM
To: BPS Comprehensive Plan Testimony
Subject: Re: Multnomah Village Development Plans

Hi. It is 3840 SW Canby Street.

> On Nov 17, 2015, at 10:12 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?
>
> Thank you and best regards,
>
> -----Original Message-----
> From: Council Clerk – Testimony
> Sent: Friday, November 13, 2015 10:08 AM
> To: BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>
> Subject: FW: Multnomah Village Development Plans
>
>
>
> Susan Parsons
> Assistant Council Clerk
> City of Portland
> susan.parsons@portlandoregon.gov
> 503.823.4085
> -----Original Message-----
> From: Bart or Connie Mooyman-Beck [mailto:bandcmb@comcast.net]
> Sent: Thursday, November 12, 2015 9:34 PM
> To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
> Subject: Multnomah Village Development Plans
>
> To whom it may concern,
>
> My wife and I would like to you to know that we favor a designation for future development within Multnomah Village to be classified as Neighborhood Corridor. It is our, and most of our neighbors belief, the Neighborhood Corridor offers the best protections for our neighborhood to maintain the character that attracted to us to this area.
>
> Additionally, regarding Main Street Development, we are not in favor of the re-zoning classification of Commercial Mixed-Use Zone 2. Permitted development under this zoning is not in line with the character of the neighborhood and would degrade the livability standards in our area.
>
> I hope you can support us and our neighbors in keeping our area within it's current character.
>
> Thank you,
>

> Bart and Connie Mooyman-Beck

Arevalo, Nora

From: Hales, Mayor
Sent: Tuesday, November 17, 2015 10:04 AM
To: Peggy Dollar
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Draft Comp Plan

Dear Margaret,

Thank you for contacting the Mayor's office. I would like to let you know your email has been forwarded to the Comp Plan Testimony mail box. They handle all testimonies and questions regarding the comp plan.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor

From: Peggy Dollar [mailto:peggydollar@gmail.com]
Sent: Sunday, November 15, 2015 2:03 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregongov.onmicrosoft.com>; Commissioner Fritz <amanda@portlandoregon.gov>
Subject: Draft Comp Plan

To Whom This Concerns:

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.

I support the approach taken on industrial lands in the recommend draft of the Comprehensive Plan. Portland has over 900 acres of contaminated sites. The Draft Comp Plan takes the right approach in focusing on cleaning up contaminated sites. 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.

Personally, this is an area my Bridgeton Road neighborhood enjoys just across the North Portland Harbor. We have fought for years to protect precious natural areas like West Hayden Island from industrial development. West Hayden Island should not be included in the industrial lands inventory.

I support the approach to industrial lands currently in the Draft Comp Plan.

Ordinance 187832, Vol. 1.3.P, page 8979

Very Sincerely,

Margaret Dollar
12 NE Bridgeton Rd
Portland, OR 97211
on the North Portland Harbor

Arevalo, Nora

From: terry rusinow <rusinow.terry@gmail.com>
Sent: Tuesday, November 17, 2015 8:24 AM
To: BPS Comprehensive Plan Testimony; arty.stockton@portlandoregon.gov
Subject: Fwd: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Resending this with my full name and address

Terry Rusinow

Everett Street Guesthouse
503-830-0650

---------- Forwarded message ----------
From: **terry rusinow** <rusinow.terry@gmail.com>
Date: Mon, Nov 16, 2015 at 10:12 PM
Subject: Comprehensive Plan Testimony
To: cputestimony@portlandoregon.gov
Cc: arty.stockton@portlandoregon.gov

I have watched with great sadness, over the past 12 years that I've lived here, as Portland builds more and more buildings with no thought to design or the effect on its neighborhoods and liveability.

My first request for discussion would be to have a ***design review board*** made up of both architects, builders and citizens, to discuss the types of things that should go into any residential apartment building going up in Portland. I watched as over 8 buildings went up overnight on SE Division St. --all with no parking. The neighbors tried stopping the mass ruination of this street with very little luck. There is nothing wrong with more places to live, more restaurants and shops, but with no planning for parking this has negatively impacted the whole area. Not everyone in Portland can or will ride a bike. But it's a great financial plus for builders who don't have to take up valuable living space with parking spaces. But it's not the way to do it.

The worst thing about all these buildings going up all over the East Side is the lack of imagination. Portland is known for its green community, forward thinking public transportation system, and all kinds of other forward thinking ideas. Why not have a percentage of any building more than 2 stories, be required to have some parking. Why not require some kind of common area with plantings and a place to gather and socialize? Why not require builders to have adequate storage in every apartment? I've seen an apartment on 30th and East Burnside, about 500 s.f., $1200.00/month, with one small closet in the bedroom with barely enough room for one person's clothing and nothing else. This is outrageous. The halls are air conditioned, but not the actual apartments. The buildings going up are just being put up as fast as the builders can get them built--small, overpriced unimaginative boxes basically destroying any neighborhood feel the East Side had. Not to mention the historic nature of some of our neighborhoods. Soon it will be as dense as the NW side where parking is impossible and rents are not affordable except for the very rich. The restaurants will become more expensive as the rents go higher and higher. What made Portland exciting in the first place-- young people, artists, students, folks coming here to retire--many will leave due to not being able to afford Portland anymore. Isn't there a

Ordinance 187832, Vol. 1.3.P, page 8981

better way to plan the growth of such a wonderful place rather than change it so radically? Yes, growth--but at what price?

I run a Bed and Breakfast, and I hear, over and over, from my guests, how shocked they are at the amount of tall buildings going up everywhere they look. People who have lived here for years are heartbroken. With no sales tax, those of us who own homes pay high taxes. Prices of homes are doubling. Traffic is already unmanageable on 5 and 205. A City that didn't have cars that honked and allowed folks to walk across the street now are driving faster, more annoyed, using their horns. I watched this happen in 2 places I've lived before and moved here because it wasn't full of high rise apartments.

Bicycles--Why aren't there some streets that are designated bike streets and have the cars and parking going the same direction as the bikes? Our streets are narrow and many streets that are 2 way can't even fit two cars...one car has to pull over until the other goes by. Why aren't bicyclists required to have a license, just like drivers? They should have to take a written test, have a small license plate, and pay a yearly fee to use their bikes in the City. Why? Because we, as homeowners and taxpayers are paying for all the bike lanes, bike lights, bike racks. Have the bikes pay their fair share for the use of our roads that we have to share as drivers. Also require that they have lights, and perhaps issue a reflective banner they can attach to their backpack or jacket. During the dark, rainy months, it is almost impossible to see many bicyclists and some are killed every year. Most don't wear helmets and many have no lights. Why can't there be regulations for bikes just as there are for cars?

I hope before it's too late, that some of these issues can be addressed and a more comprehensive plan for sustainability and growth can be better thought out with not only the needs of the builders, but the needs of the people who live here first and foremost.

Thank you,
Terry Rusinow
2306 NE Everett St.
Portland, OR 97232

Everett Street Guesthouse
503-830-0650

Ordinance 187832, Vol. 1.3.P, page 8982

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I was born in the city of Portland. I went to school at Multnomah Elementary School. I have been connected with Multnomah nearly my entire life. I do not want you people to screw it up. It is my home.

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

Stuart Ellis

2774 SW Moss Street, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Arevalo, Nora

From: Dunphy, Jamie
Sent: Tuesday, November 17, 2015 8:23 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comprehensive Plan Re-zone Business Support
Attachments: Re-zone R2.5-CM2 Business Support for 650 & 710 N Alberta.pdf

Follow Up Flag: Follow up
Flag Status: Completed

From: Commissioner Fish
Sent: Tuesday, November 17, 2015 8:07 AM
To: Dunphy, Jamie <Jamie.Dunphy@portlandoregon.gov>
Subject: FW: Comprehensive Plan Re-zone Business Support

FYI

Jennifer Kalez
*** Please note my last day with the City of Portland is November 30, 2015 ***

Constituent Relations Coordinator
Arts & Culture Liaison
Office of Commissioner Nick Fish

From: Grant Williams [mailto:grant@travelershouse.org]
Sent: Tuesday, November 17, 2015 12:10 AM
To: Commissioner Fish <nick@portlandoregon.gov>
Subject: Comprehensive Plan Re-zone Business Support

Dear Nick,

I'm a good friend of photographer Emily Fitzgerald. Emily and I went to college together, and I'm happy she's in Portland, and that you have found enjoyment in her art.

I'm reaching out because I have a proposed zoning change to be considered under the comprehensive plan that would extend the new CM2 zone of two properties, which are currently zoned R2.5a. One property is operating under a conditional use for my business as of April 24, 2014. The two properties in consideration are 710 & 650 N. Alberta and are currently bordered by the CM2 zone.

Please see the attached document of many local businesses that support this change. This change will allow my small business to have access business capital not currently allowable under the R2.5a zoning.

Please see support testimony attached from nearby or bordering local business owners and the Humboldt Neighborhood Association.

Thank you for your service and consideration.

Warmest regards,

--

Grant Williams
503-505-1407
650 N Alberta
Portland, OR 97217

Ethan Knight
710 N Alberta
Portland, OR 97217

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: HEE WOON LEE

Business: Cullen's Corner

Signature: [signature]

Address: 4938. N. ALBINA PORTLAND OR.

Comments: Brings more Our Business and all the guest are friendly and Very nice. We are Very happy to neybor Business, we Support Zoing change.

[signature]

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Julie Derrick

Business: JDS Shoe Repair

Signature: [signature]

Address: 728 N Alberta

Comments: Improve/maintain our mutually supportive business community in the neighborhood. We like this and would like it to continue. Travelers House is great.

Dear Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Charles Westmoreland

Business: Red Fox

Signature: [signature]

Address: 5123 N Albina Portland 97217

Comments: My business has an outstanding relationship with Grant Williams. Feel free to contact me with any questions / concerns

- Charles

503 250 0229

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Jess Evans

Business: poXchange

Signature: [signature]

Address: 3916 N Mississippi Ave

Comments: Travelers House has a great connection to the business community on Mississippi. They focus on the enjoyment of their guests and are happy to guide them to the street to explore + support local. We enjoy our working relationship + are happy to have Travelers as part of our core community.

My name is Grant Williams, local resident, small business owner, Board member of the Humboldt Community Association. I am representing myself today. I am testifying today in reference to two bordering properties at 650 N. Alberta and 710 N. Alberta, which border the CM2 zone on two sides. These properties are currently zoned R2.5A and my proposal would extend the CM2 zone to include these properties. One of these properties houses my small business under a conditional use. The use of both addresses will be consistent with the use allowances of the CM2 zone. The current R2.5A zone limits my small business to capital. To maintain the existing historic buildings which I have no intention of developing. I have also submitted online testimony, which includes letters of support from the Humboldt Neighborhood Association, five neighboring home owners, and seven neighborhood small businesses — ~~I'd like to read one of these.~~

Thank you for your service & consideration.

Ethan Knight

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: MITA MAJUMDAR - PASQUALE

Business: CHAPTER FOUR

Signature: [signature]

Address: 4702 N. ALBINA AVE.

Comments: I'VE BEEN AN INDEPENDENT BUSINESS OWNER AT THIS LOCATION SINCE 2007 AND WELCOME ANY/ALL COMMERCIAL ZONING AND BUSINESSES AT THIS END OF THE HISTORIC MISSISSIPPI NEIGHBORHOOD. I THINK TRAVELER'S HOUSE IS A FINE ADDITION TO OUR NEIGHBORHOOD AND SUPPORT THE BIG PICTURE THE OWNER HAS.

Dear Humboldt Neighborhood Association,

Please read the the following information regarding a zoning change request in your neighborhood.

We (Grant Williams & Ethan Knight) are requesting the City of Portland to consider and re-designate the current zoning of two properties adjoining, which are currently zoned R2.5a to the new CM2 zone. The properties are located at 710 N Alberta, and at 650 N. Alberta, Portland OR 97217, and house our small business. We committed to preserving and utilizing the existing buildings for our business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. One of the properties under consideration was approved for a type II conditional use on April 24, 2014 in part due to the support of your board.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances of the CM2 zone. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area.

The current R2.5a zone code limits my small business to capital, because the zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings. As stewards to our community could you bring this information to your board and vote on the approval of this zoning change?

Co-Chair/Land Use Chair Name: ANNE M. LaBORDE

Co-Chair/Land Use Chair Signature: Anne M. LaBorde

Co-Chair Name: MICAH MESKEL - not present

Co-Chair Signature: _____

Date: 11/15/2015

Comments: Humboldt Neighborhood Assoc Board approval 11/13/2015.

Ordinance 187832, Vol. 1.3.P, page 8993

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structure and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours,

Neighbors at address: 716 N. ALBERTA ST

Printed name: JASPER L. AMBERS

Signature: Jasper L. Ambers

Comments:

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structures and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours,

Neighbors at address: JOE PUCCI & BETH TATEEL-PUCCI

Printed name: 715 N. Humboldt St. Portland, OR 97217

Signature:

Comments:

Ordinance 187832, Vol. 1.3.P, page 8995

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structure and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours,

Neighbors at address: 705 N. Humboldt St.

Printed name: Sam & Stephanie Dyer

Signature: [signature]

Comments: Feel free to contact us with any questions...
Sam: 503.956.0905 / samuelwdyer@gmail.com.
Stephanie: 503.956.0573 / stephanieAdyer@gmail.com

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structure and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours, Wesley & Sarah Tan

Neighbors at address: 705 N Alberta

Printed name: SARAH NASHIF-TAN

Signature: Sarah Nashif Tan

Comments: Our neighbors at 710 have been very responsive to our concerns about the livability of our neighborhood.

Dear Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Charles Westmoreland

Business: Red Fox

Signature: [signature]

Address: 5123 N Albina Portland 97217

Comments: My business has an outstanding relationship with Grant Williams. Feel free to contact me with any questions / concerns - Charles 503 250 0224

Ordinance 187832, Vol. 1.3.P, page 8998

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Julie Derrick

Business: JD's Shoe Repair

Signature: [signature]

Address: 718 N Alberta

Comments: Improve/maintain our mutually supportive business community in the neighborhood. We like this and would like it to continue. Travellers House is great.

Ordinance 187832, Vol. 1.3.P, page 8999

Dear local Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Jess Evans

Business: PDXchange

Signature: [signature]

Address: 3916 N Mississippi Ave

Comments: Travelers House has a great connection to the business community on Mississippi. They focus on the enjoyment of their guests and are happy to guide them to the street to explore + support local. We enjoy our working relationship + are happy to have Travelers as part of our core community.

Dear Nan Stark,

As a longstanding neighbor near or adjoining to 710 N. Alberta & 650 N. Alberta I am in support of the zone request change from R2.5 to CM2 for both properties. I understand that Grant Williams and Ethan Knight the current owners have no intentions to develop these properties, but rather want maintain the integrity of our neighborhood along with the viability of their business by operating under the existing building structure and in accordance with the use allowances in the CM2 zone. I was also notified of their conditional use review at 710 N Alberta, which was approved on April, 24th 2014. Since the opening of their business I have seen only positive impacts on our neighborhood. As neighbors we are supportive of the growth and vitality of their business, which has brought economic vitality, vibrancy, and opportunities to our neighborhood.

Respectfully yours,

Neighbors at address: 715 N. Alberta portland, OR 97217

Printed name: jacob Stark deatherage.

Signature: [signature]

Comments: i actually really enjoy having the hostel on the block, i enjoy the activity that it brings to the block, the vibrancy. it makes me feel like i live in a city.

any questions? jacob@bookjournals.com (360) 350 2527.

Ordinance 187832, Vol. 1.3.P, page 9001

Moore-Love, Karla

From:	Stuart Ellis <stu100us@yahoo.com>
Sent:	Tuesday, November 17, 2015 8:08 AM
To:	Council Clerk – Testimony; BPS Comprehensive Plan Testimony
Cc:	Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan
Subject:	Zoning
Attachments:	Zoning Letter Ellis 11172015.docx

See Attached letter (copied in text of email)

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I was born in the city of Portland. I went to school at Multnomah Elementary School. I have been connected with Multnomah nearly my entire life. I do not want you people to screw it up. It is my home.

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.
Please add these to the record.
Thank you,
Stuart Ellis
2774 SW Moss Street, Portland, OR 97219
cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Arevalo, Nora

From: Jeffrey Richard <jeffbrichard@yahoo.com>
Sent: Tuesday, November 17, 2015 11:12 PM
To: BPS Comprehensive Plan Testimony
Subject: Zone change request

Follow Up Flag: Follow up
Flag Status: Flagged

November 12, 2015

City of Portland
Department of Planning and Sustainablilty
1900 SW 4th Ave., Suite 7100
Portland Oregon 97201

We respectfully request that the property at 535 SE 16th Ave. be added to the list of properties on 16th Ave. that are being rezoned from R5 to R2.5 in the pending 2035 Portland Comprehensive Plan update. As you can see by attachment A, the addition of this property to the R2.5 Zone is consistent with 8 other properties on this street. It would be a minor addition to the already proposed changes, abutted on 3 of 4 sides by properties with R2.5 zoning or greater.

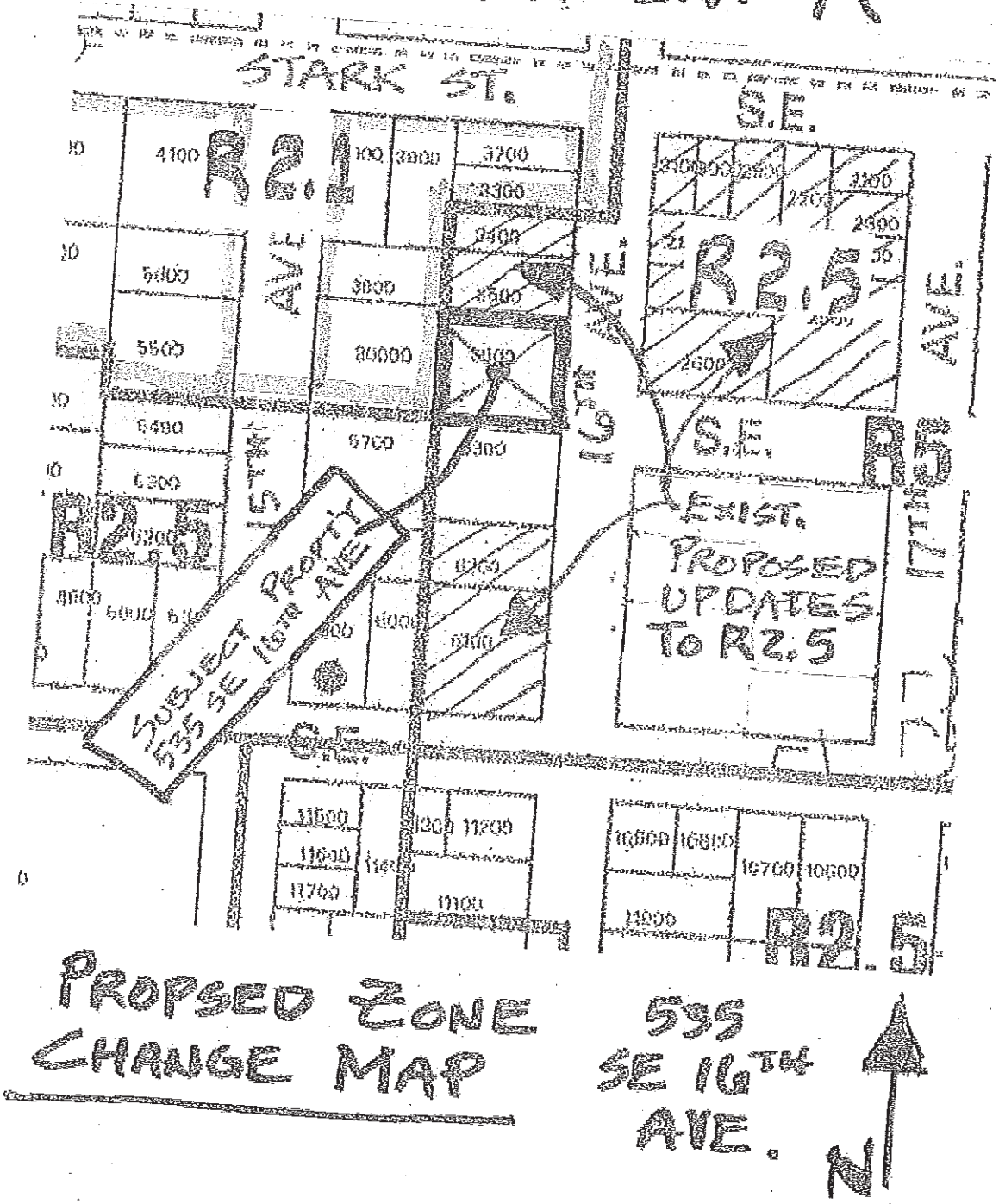
This change is consistent with the Planning Dept.'s desire to increase the density in this neighborhood without sacrificing character or livability. Thank you for this consideration.

We are looking forward to hearing from you soon.
Sincerely,

Jeffrey B. Richard, Owner
535 SE 16th Ave., Portland, OR
(503) 234-4800
jeffbrichard@yahoo.com

William Vinson, Project Architect
2903 E. Mcloughlin Bvd., Vancouver, WA
(360) 910-3255
vinsonwilliam@ymail.com

ATTACHMENT A



PROPSED ZONE CHANGE MAP

535 SE 16TH AVE.

N

Arevalo, Nora

From: Vijay Balakrishnan <bvijaykr@gmail.com>
Sent: Tuesday, November 17, 2015 10:08 PM
To: BPS Comprehensive Plan Testimony
Subject: Support for the Division Design Initiatives recommendations

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I would like to extend my support for the Division Design Initiatives recommendations as outlined here:

https://divisiondesigninitiative.files.wordpress.com/2015/05/ddi-top-10-policy-recommendations-draft-with-graphics-9-30-15.pdf

I would like to stress the importance of community involvement instead of just developers. **City for the people, by the people and for the people.**

I would like to stress point 9 - Enhance/maintain community livability through access to sun, air, light, privacy and public views for current and new residents/businesses.
Also, point 1 - Improve notification and enable constructive community engagement about growth. We were not informed about the multi-storied apartment coming up in our backyard until very late in the process. How is that engagement of the neighborhood ?

Point 3 - Add Permit Review Criteria for Assessing Compatibility with Neighborhood Context - How can one grant a license for a 64 unit apartment complex with just 32 parking slots- it is just begging for a Division style parking quagmire on Belmont St. People might bike but they still own cars and end up parking in the neighborhood.

Vijay Balakrishnan
4408 SE Morrison St,
Portland,OR 97215

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(2)

(Your Name) Tamsin T. Gilbert Gary Gilbert

(Your Address) 3521 SW Dolph Court Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(2)

(Your Name) Victoria Cummings & Ronald C. Cummings

(Your Address) 3511 SW Dolph Ct. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Susan Adams

(Your Address) 9038 SW Excalibur Pl. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Kara Fenis

(Your Address) 7418 SW 31 Ave PortOR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) [signature]

(Your Address) 7424 SW 31 Ave Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Eric Bluhm

(Your Address) 7419 SW 31st Ave, Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Sue Berger

(Your Address) 7403 SW 31 Ave Port OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Whitney Norris

(Your Address) 7246 SW 31st Ave. PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Amerinda Alpern

(Your Address) 7230 SW 31st Ave Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Michael Leavitt

(Your Address) 7511 SW 31st Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Kim Isaacson

(Your Address) 7127 SW 31 Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Rada O'Hiser

(Your Address) 7135 SW 31 Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Matthew J. Kaiser

(Your Address) 7203 SW 31st Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Gabrielle Negro . Daniel Spark

(Your Address) 7225 SW 31st Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Rae Pomeau

(Your Address) 7444 SW 31st Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Bruce Adams

(Your Address) 9038 SW Excalibur Pl., Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Mayar Dr

(Your Address) 6911 SW Florence Ln 97223

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Adam Paris

(Your Address) 5416 SW DOLPH DRIVE, PORTLAND OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov.
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Holly Paris

(Your Address) 5214 SW Dolph Ct Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Clara Lis Hillier CLARA-LIIS HILLIER

(Your Address) 4048 SW VERMONT ST PORTLAND, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) LENA-LIIS KIESEL Lena Liis Kiesel

(Your Address) 4148 SW VERMONT ST PORT OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Justin H. Koessler

(Your Address) 4648 SW Vermont St. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code; allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) [signature]

(Your Address) 7136 SW 29th Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Valeri P. Chiappella

(Your Address) 7136 SW 24th Ave, Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Devon Flynn Devonflynn

(Your Address) 7516 SW 32nd Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and Intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Shawn Jackson

(Your Address) 7525 SW 32nd Portland, OR. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Reynolds Bradley

(Your Address) 7515 SW 32nd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) MICHAEL LOFTUS

(Your Address) 7507 SW 32ND AVE PORTLAND OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) _____

(Your Address) 7444 SW 32nd 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) TRAVIS SMITH

(Your Address) 7445 SW 32nd Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) David Moore

(Your Address) 3328 SW Nevada Ct Pdx, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Mary Moore

(Your Address) 7207 SW 33rd Ave Portland, Oregon 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Kevin Whitmarsh

(Your Address) 7224 SW 33rd Ave., Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) _____

(Your Address) 7316 SW 33rd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Ibrahim Badsaldine

(Your Address) 7444 SW 33rd Portland OR 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Patricia Shelle

(Your Address) 7511 SW 33rd Ave, Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Joan Carol Banks

(Your Address) 7610 SW 33rd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Susan Kelso

(Your Address) 16290 SW Brown Dr 97224

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) MICHAEL MULLIGAN

(Your Address) 7588 SW 30TH AVE PDX OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations.. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Alan Kirkland

(Your Address) 7623 SW 33rd Ave. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Peter Gibson

(Your Address) 7441 SW 33rd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Mandy Downing

(Your Address) 7244 SW 33rd Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Joyce Thomas

(Your Address) 7614 SW 32nd Ave Ptld OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Kathleen A. Willis

(Your Address) 7544 SW 32nd 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Greg Schmidt

(Your Address) 7522 SW 32nd Ave Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Janet Mawson

(Your Address) 7623 SW 33rd Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Colleen Nusreen

(Your Address) 3440 SW Dolph Ct 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Jan Wyers

(Your Address) 3440 SW Dolph Ct Prtl Or 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Kelley Baker

(Your Address) 3123 SW Dolph Ct #8 Portland, 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Amy Baggio

(Your Address) 3820 SW 35th Ave. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Tami Bryant

(Your Address) 3540 SW Evans St Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's Implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) KRISTINA G. MASTHEM

(Your Address) 8959 SW 40th AVE, PDX OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) Janet Teshima

(Your Address) 3834 SW Dolph Ct. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

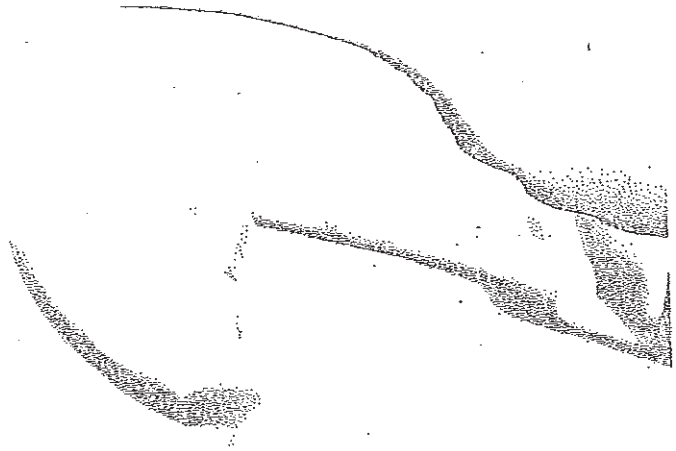
Please add these to the record.

Thank you,

(Your Name) JOHN BROOKE

(Your Address) 3960 SW FREEMAN ST PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com



Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

(Your Name) MEGAN BROOKS

(Your Address) 3960 SW FREEMAN ST. PORTLAND OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson@PortlandOregon.gov

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(2)

(Your Name) Tamsin T. Gilbert Gary Gilbert

(Your Address) 3521 SW Dolph Ct. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(2)

(Your Name) Victoria Cummings + Ronald C Cummings

(Your Address) 3511 SW Dolph Ct. Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room.130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Kara Fern S

(Your Address) 7418 SW 31 Ave Port. OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Brian Mandella

(Your Address) 7430 SW 31st Ave. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) [signature]

(Your Address) 7424 SW 31 Ave Port. OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Eric Bunim

(Your Address) 7419 SW 31st Ave, Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Susan Berger

(Your Address) 7403 SW 31 Ave Port. OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Whitney Norris

(Your Address) 7246 SW 31st Ave Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Amerinda Alpern

(Your Address) 7230 SW 31st Ave Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Michael Leavitt

(Your Address) 7511 SW 31st Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Kim Isaacson

(Your Address) 7127 SW 31 Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Roda Ortega

(Your Address) 7135 SW 31 Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Matthew J. Kaiser

(Your Address) 7203 SW 31st Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Rae Peronneau

(Your Address) 7444 SW 31st Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Kelley Baker

(Your Address) 3123 SW Dolph Ct #5 Portland, 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Amy Baggio

(Your Address) 8820 SW 35th Ave, 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Tami Bryant

(Your Address) 3540 SW Evans St. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) KRISTINA G. MASHEM

(Your Address) 8959 SW 40th AVE, PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Janet Techima

(Your Address) 3834 SW Dolph Ct 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) JOAN BROOKS

(Your Address) 3960 SW FREEMAN ST PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) MEGIN BROOKS

(Your Address) 3960 SW FREEMAN ST. PORTLAND, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Jan W yss

(Your Address) 3440 SW Dolph ct PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Colleen Nasreen

(Your Address) 3440 SW Dolph Ct 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Janet Mawson

(Your Address) 7623 SW 33rd Ave Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Greg Schmidt

(Your Address) 7522 SW 32nd Ave Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Kathleen A. Willis

(Your Address) 7544 SW 32nd 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Joyce Thomas

(Your Address) 7614 SW 32nd Ave Hld. OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Mandy Downing

(Your Address) 7244 SW 33rd Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Peter Gibson

(Your Address) 7441 SW 33rd Ave

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Alan Kirkland

(Your Address) 7623 SW 33rd Ave. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) MICHAEL MULLIGAN

(Your Address) 7588 SW 33RD AVE PDX OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Susan Kilso

(Your Address) 15290 SW Crown D 97224

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) JAM-Carol Banks

(Your Address) 7612 SW 33rd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Patricia Sheie

(Your Address) 7511 SW 35th Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Ibrahim Badreddine

(Your Address) 7444 SW 33rd Ave Portland OR 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) E Lockwood

(Your Address) 7316 SW 33rd 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) [signature] Kevin Whitmarsh

(Your Address) 7224 SW 33rd Ave. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Margi Moore

(Your Address) 7207 SW 33rd Ave Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) David Moore

(Your Address) 3328 SW Nevada Ct, Pdx OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) TRAVIS SMITH

(Your Address) 7445 SW 32nd Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) [signature]

(Your Address) 7442 SW 32nd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Michael Loftus

(Your Address) 7507 SW 32nd Ave. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Jacqueline Barker

(Your Address) 7515 SW 32 Ave #A 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Alexander Zerbin

(Your Address) 7533 SE 32nd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Devon Flynn Devon Flynn

(Your Address) 7516 SW 32nd Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Valri P. Chiappetta

(Your Address) 7136 SW 29th Ave., Portland, 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) T C Coggeshall

(Your Address) 7156 SW 29th Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Justin H. Kjersbergen

(Your Address) 4048 SW Vermont St. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Lena-Lis Kiesel LENA-LIIS KIESEL

(Your Address) 4048 SW VERMONT ST PORT OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Clara Lis Hiller CLARA-LIS HILLER

(Your Address) 4048 SW VERMONT ST PORTLAND, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Holly Paris

(Your Address) 5416 SW Dolph Dr Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Adam Paris

(Your Address) 5416 SW DOLPH DRIVE PORTLAND, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land.Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Mayra Thurman

(Your Address) 6911 SW Horace Lane Ptld OR 97223

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

Bruce Adams
(Your Name)

9038 SW Excalibur Pl., Portland, OR 97219
(Your Address)

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Susan Adams

(Your Address) 9038 SW Excalibur Pl. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

(Your Name) Daniel Spark Gabrielle Negro

(Your Address) 7225 SW 31st Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

2

(Your Name) Tamsin T. Gilbert Gary G. Ilbert

(Your Address) 3521 SW Dolph Ct Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(2)

(Your Name) Victoria Cummings + Ronald C. Cummings

(Your Address) 3511 SW Dolph Ct, 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Kara Fenn s

(Your Address) 7418 SW 31st Ave Pdx OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Brian Montello

(Your Address) 7430 SW 31st Ave. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) [signature]

(Your Address) 7424 SW 31st Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) ERIC BLAIR

(Your Address) 7419 SW 31ST Ave., Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Susan Berger

(Your Address) 7403 SW 31st Ave. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Whitney Norris

(Your Address) 7246 SW 31st Ave Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Amerinda Alpern

(Your Address) 7230 SW 31st Ave. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Michael Leavitt

(Your Address) 7511 SW 35th Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Kim Isaacson

(Your Address) 7127 SW 31st AVE 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Roda Ottzen

(Your Address) 7135 SW 31st Avenue 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Matthew J. Kaiser

(Your Address) 7203 SW 31st Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Lee Tennessen

(Your Address) 7444 SW 31st Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Kelley Baker

(Your Address) 3123 SW Dolph Ct #8 Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: **Multnomah Village as Neighborhood Corridor**

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Amy Baggio

(Your Address) 8820 SW 35th Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Tami Bryant

(Your Address) 3540 SW Evans St Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
ommissioner Dan Saltzman, dan@portlandoregon.gov
ity Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
usan Anderson, Susan.Anderson@PortlandOregon.gov
NA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) KRISTINA O. MASTHEM

(Your Address) 8959 SW 40th AVE, PDX OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Janet Teshima

(Your Address) 3834 SW Dolph Ct 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) JOHN BROOKS

(Your Address) 3960 SW FREEMAN ST PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) MEGAN BROOKS

(Your Address) 3960 SW FREEMAN ST. PORTLAND, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Daniel Spark Gabrielle Negro

(Your Address) 7225 SW 31st Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Susan Adams

(Your Address) 9038 SW Excalibur Pl. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

Bruce Adams
(Your Name) _____

(Your Address) 9038 SW Excalibur Pl. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Margaret Thompson

(Your Address) 6911 SW Florence Lane Ptld 97223

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) [signature]

(Your Address) 5416 SW IDOLPH DRIVE, PORTLAND, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Holly Paris

(Your Address) 5416 SW Dolph Dr Portland OR 9721

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Clara Liis Hiller CLARA-LIIS HILLIER

(Your Address) 4048 SW VERMONT ST. PORTLAND, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) LENA-LIS KIESEL Lena-Lis Kiesel

(Your Address) 4048 SW VERMONT ST. PORT OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Justin H. Kjosness

(Your Address) 4048 SW Vermont St. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) [signature]

(Your Address) 7156 SW 29TH Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Valeri P. Chappelle

(Your Address) 7136 SW 29th Ave: Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Dawn Flynn

(Your Address) 7516 SW 32nd Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Deanne Zeskind

(Your Address) 7523 S.W. 32nd Portland, 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Jacquelyn Barzee

(Your Address) 7515 S.W. 32nd Ave - 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) MICHAEL LOFTUS

(Your Address) 7507 SW 32ND AVE. PORTLAND OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) _____

(Your Address) 7444 SW 32nd 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) TRAVIS SMITH

(Your Address) 7445 SW 32nd Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) [signature]

(Your Address) 3328 SW Nevada Ct. Palx, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Marge Moore

(Your Address) 7207 SW 33rd Ave Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Kevin Whitmarsh

(Your Address) 7224 SW 33rd Ave. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) [signature]

(Your Address) 7316 SW 33rd 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Ibrahim Boudreddine

(Your Address) 7444 SW 33rd Ave Portland OR 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Patricia Shere

(Your Address) 7511 SW 35th Ave Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Carol Banks

(Your Address) 7610 SW 33rd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Susan Kelso

(Your Address) 15290 SW Kenq City 97224

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) MICHAEL MULLIGAN

(Your Address) 7588 SW 33RD AVE PDX OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Alan Kirkland

(Your Address) 7623 S.W. 33rd Ave. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Peter Gibson

(Your Address) 7441 SW 33rd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Mandy Downing

(Your Address) 7244 SW 33rd Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Joyce Thomas

(Your Address) 7614 SW 32nd Ave Ptld. OR 97219.

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Kathleen A. Willis

(Your Address) 7544 SW 32nd Ave. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Greg Schmidt

(Your Address) 7522 SW 32nd Ave, Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Janet Mawson

(Your Address) 7623 S.W. 32nd Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Eileen Nasreen

(Your Address) 3440 SW Dolph Ct 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

(Your Name) Jan Wyers

(Your Address) 3440 SW Dolph Ct, Prt 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

AUDITOR 11/19/15 AM10:03

DAVE & DIXIE JOHNSTON
0550 S.W. Palatine Hill Rd.
Portland, Oregon 97219
(503) 636-0959

November 17,2015

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

Portland City Hall
1221 S.W. 4 th
Portland, Oregon 97204

Re: Comprehensive Plan,
Recommended Draft

Mayor Hales and Commissioners:

Please consider the folowing in connecton with the Comprehensive Plan. We have been Land Use Chairs for Collins View Neighborhood Association for many years and studied the Comprehensive Plan at length, but note that the Association has not voted on these comments and they should not be considered its official position.

We commend the Planning and Sustainability Bureau and Commission for their excellent work and recommend approval of the Plan subject to the following comments:

- The Plan Map is appropriate as it concerns the Collins View Neighborhood. We urge approval as submitted.

- We are concerned about listing the CI designation and its zones as employment areas and allowing retail services for the surrounding areas in policies 6.59 and 10.20.

  We suggest in Policy 10 above "20 Institutional Campus" adding the heading "Education and Medical Institutions" and deleting the wording "Neighborhood-serving commercial uses and other services" from 10.20 and 6.59.

  This will better protect the surrounding areas. We also believe colleges and schools should be focused on education and medical centers on health care and not on creating employment as such or providing commercial services to the surrounding areas.

o We also suggest the following changes to terminology:

1. Rename "Community Involvement" to "Citizen Involvement" (Poicy 2) to continue to emphasize the importance of citizen input. Add "Neighborhood Associations as geographically defined and composed of local residents shall be Portland's acknowledged citizen involvement program and be the primary vehicle for community input in Land Use Decisions."

The Recommended Draft seems to downplay the role of citizens and local neighborhoods.

The first dictionary meaning of "citizen" is an inhabitant of a city. The Comp Plan Draft Glossary defines "community" as a group of people with a shared sense of identity or belonging. In such a meaning sometimes individuals become trapped by the group which discourages the "Equity Principle" for others. "Citizen Involvement" is also Goal 1 in Statewide Planning Goals.

2. "Resilience" be changed to "Sustainability":

"Resilience" is reactive in dictionary meaning: a. recovery, especially to a prior state. b. adjusting to misfortune or change. c. jumping back, recoiling. The Comp Plan Draft Glossary has a slightly different meaning.

"Sustainability" is proactive in dictionary meaning: a.*(legal) supporting as true, legal, or just. b. using a resource (carefully) so it can be replaced and not destroyed. c. supporting lifestyle long term as in "sustainable society."

"Sustainability" is a better word to describe long range planning. Portland has both a BPS and a PSC, but the word sustainability is not in the Glossary.

Respectfully submitted,

Dave and Dixie Johnston

Dave and Dixie Johnston

cc: Council Clerk

WEA
WESTSIDE ECONOMIC ALLIANCE

November 17, 2015

Portland City Council
City Hall
1221 SW 4th Ave
Portland OR 97204

Dear Mayor Hales and Commissioners:

I am writing to you today about the low forecast growth of the Portland harbor in the Economic Opportunities Analysis (EOA) document for the Draft City of Portland Comprehensive Plan. A more constructive approach would be to designate a "most likely" moderate growth forecast given the important value of Portland harbor jobs and the opportunities they bring to the entire state. The harbor is a major impact employer and the services they provide are a crucial part of the economic vitality of our state.

Our organization is committed to advocating for a healthy economic environment on the Westside of Portland, Oregon metropolitan region. WEA provides its members with a balanced perspective on local, regional and state issues and operates as a problem solver for the entire Westside business community. Decisions regarding the working harbor impact not only Portland, but the surrounding region that depends on the Port for materials, trade, shipping and, most importantly, jobs.

In order to promote the future viability of Washington County businesses and the jobs they provide to Portland residents, designating the Portland harbor with a low growth forecast during a time when we are seeing significant expansion in the harbor sends an inaccurate message. I recommend the Portland harbor forecast be changed back to the "most likely" moderate growth description as originally recommended by Bureau of Planning and Sustainability staff and look forward to supporting the future of our region growing together.

Sincerely,

Pamela Treece
Executive Director

10220 SW Nimbus Ave.
Suite K-12
Tigard, Oregon 97223
Office 503.968.3100
Fax 503.624.0641
www.westsidealliance.org

EXECUTIVE COMMITTEE
President - Norm Eder
CFM Strategic Communications

Vice President - Carly Riter
Intel

Treasurer - Thomas Randall
Washington Square

Secretary - Jack Orchard
Ball Janik LLP

Jeff Borlaug
Felton Properties, Inc.

Mike Morey
StanCorp Mortgage Investors, LLC

Ed Trompke
Jordan Ramis, PC

DIRECTORS
Allyson Anderson
Legacy Meridian Park Medical Center

Frank Angelo
Angelo Planning Group

Betty Atteberry

Steve Barragar
Harsch Investment Properties

David Bennett
Landye Bennett Blumstein, LLP

Sam Briggs
PacTrust

Lois Ditmars
Peterkort Towne Square

Mimi Doukas
AKS Engineering

Rich Foley
Umpqua Bank

Mark Garber
Community Newspapers

Jason Green
CBRE

Lesley Hallick
Pacific University

Leslie Heilbrunn
Portland General Electric

Blake Hering
Norris Beggs & Simpson

Carol Kauffman
Nike

Kyle Latta
KG Investment Management, LLC

Susan Mullaney
Kaiser Permanente NW

Tim Parker
Melvin Mark Companies

Nancy Roberts
Providence Health & Services

Chairman Andy Duyck
Washington County

Councilor Craig Dirksen
Metro

Mayor John Cook
City of Tigard

Mayor Denny Doyle
City of Beaverton

Mayor Lou Ogden
City of Tualatin

Mayor Jerry Willey
City of Hillsboro

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251, Portland, OR 97293-0251
Ph: 503-768-4299 – Fax: 888-550-3703
Email: ceic@ceic.cc – Web: www.ceic.cc

2015 OFFICERS

President
Debbie Kitchin
InterWorks LLC

Vice President
Brad Malsin
Beam Development

Treasurer
Bob Scott
Columbia Bank

Immediate Past President
Juliana Lukasik
@Large Films

BOARD OF DIRECTORS 2015

Peter Finley Fry, AICP
Columbia Pacific Planning

Randy Lauer
American Medical Response

John Plew
Foresight Development

Randy Miller
Produce Row Mgmt. Co.

Bob Hanks
Portland Community College

Jeff Reaves
Rivers East

Jay Haladay
Viewpoint Software

Bob Wentworth
Wentworth Chevrolet/Subaru

Dan Yates
Portland Spirit

Tom Keenan
Portland Bottling Co.

Paige Campbell
Grady Britton

Jim Kennison
Franz Family Bakery

Michael Zokoych
Michael's Italian Beef & Sausage

Kat Schon
Portland Store Fixtures

Brian Scott
GXI

Carol Gossett
OMSI

Kate Merrill
Merrill Consulting

CEIC Executive Director
Robin Scholetzky, AICP, LEED AP ND

Administrator
Karen Siegle/
Diana Montgomery

TPAC Executive Director
Peter T. Stark, AIA

Legal Advisor
Bob Bersocchini
Goodwill

November 17, 2015

Karl Arruda
Right of Way Acquisition
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

RE: RWA File No. 8030, SE Harrison Street

Dear Mr. Arruda,

On behalf of the Board of Directors of the Central Eastside Industrial Council, we would like to express our opposition to vacating SE Harrison Street at SE 3rd. We've made every effort to work with the City to find an acceptable alternative solution. We are adamantly opposed to moving Right to Dream Too to the site at SE 3rd and Harrison. This property is zoned industrial and is part of a district that is proving to be a very successful area for businesses to locate and thrive. CEIC and many community stakeholders have been participating in a long process to develop a comprehensive plan for the Southeast Quadrant and this intended use is incompatible with the draft plans. The site is not zoned for housing, even on a temporary basis. This action is a permanent change to the status of this property and cannot be allowed under a temporary state of emergency.

Furthermore, we did not receive proper notification from PBOT. In fact, we did not receive a copy of the letter sent out to neighborhood associations and others until almost 2 weeks after it was originally sent, and then only because other parties shared it with us. This is not proper notification. CEIC is the business district where this property is located. Part of the process should be to notify all stakeholders impacted by this action, including nearby businesses and the district business association. Is the City appropriately following the processes for street vacation that it requires of private developers? Who is paying for the costs of the street vacation? What budgets are these costs coming out of and are they part of the costs of acquiring and developing this site for the proposed location of a homeless camp? CEIC is prepared to use every legal means at our disposal to oppose this and related actions by the City of Portland and any of its bureaus. We have engaged an attorney and are reviewing our legal options. We are prepared to fight this attempt at circumventing the law and undermining the planning and regulatory processes that our community upholds.

In the future, we expect that the CEIC will be properly notified in any such processes and be included in all communications regarding this street vacation. Thank you for your attention.

Sincerely,

Debbie

Debbie Kitchin
President, Board of Directors

PETITION TO CITY COUNCIL OF PORTLAND (ON CHANGE.ORG):
LIMIT DEVELOPMENT IN MULTNOMAH VILLAGE TO 2 OR 3 STORIES, AND MANDATE 1 PARKING SPACE PER RENTAL UNIT

Multnomah Village is a small, vibrant neighborhood in Portland, Oregon, that developed around a railroad stop over 100 years ago. The 2-story storefront architecture of its main street has changed very little over the years. It is quaint, charming, and human scale. Businesses are local and many owners live in the neighborhood. Residents and visitors alike delight in its classic small-town main street. It even has a motto: "The village in the heart of Portland."

Sadly, the City of Portland is allowing new development that is out of scale with the historic, cultural, and aesthetic character of Multnomah Village. A 4-story, 71-unit apartment building, ¾ of a block long, is planned to be constructed at the gateway to this historic area in SW Portland. The new building will dwarf the property next door—a 1941 2-story wooden structure with a community front porch that houses a coffee shop and a beauty salon— along with all of the 1- and 2-story businesses on the main street. Despite the "Storefront Commercial" zoning, the ground floor of the new development could hold apartments as opposed to retail business, further detracting from the main-street atmosphere of the area.

This neighborhood is middle class with a mix of house sizes and styles. Historically, this was a farming community that was annexed by the City of Portland in 1950. Most side streets are only partially improved; sidewalks are rare, and parents and children just walk down the middle of the street. The people who live here cherish the small-town atmosphere. But the rental market in Portland is booming and apartment units here will net considerable profit. The proposed rents ($1,500/month average) exceed many residents' mortgage payments.

The City of Portland cultivates a reputation for environmental awareness, smart development, and functioning neighborhood centers. As a way of containing urban sprawl, a goal that we heartily support, the City is promoting dense development in established neighborhoods without regard to its effect on

Ordinance 187832, Vol. 1.3.P, page 9177

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

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

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

42	97266	3	42	Kirkland	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

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	laura 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	lynn 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

Ordinance 187832, Vol. 1.3.P, page 9183

#	Name	City	State	Postal Code	Country	Signed On
61	Elizabeth Prato	Portland	Oregon	97219	United States	6/8/2015
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 Ballie	Portland	Oregon	97219	United States	6/8/2015
107	Ken Weston	Portland	Oregon	97225	United States	6/8/2015
108	Sheilah 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 Strelcker	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

Ordinance 187832, Vol. 1.3.P, page 9184

#	Name	City	State	Postal Code	Country	Signed On
121	Michael willison	Portland	Oregon	97223	United States	6/8/2015
122	Elizabeth Ubiergo	Portland	Oregon	97225	United States	6/8/2015
123	Kellie Nicholson	Kirkland	Washington	98033	United States	6/8/2015
124	judith lienhard	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

Ordinance 187832, Vol. 1.3.P, page 9185

#	Name	City	State	Postal Code	Country	Signed On
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
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 Aguailar	Portland	Oregon	97230	United States	6/9/2015
216	Michele Sequeira	Portland	Oregon	97219	United States	6/9/2015
217	leslie 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

Ordinance 187832, Vol. 1.3.P, page 9186

#	Name	City	State	Postal Code	Country	Signed On
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
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	Alison 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 Caity 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

Ordinance 187832, Vol. 1.3.P, page 9187

#	Name	City	State	Postal Code	Country	Signed On
301	Katy stelllern	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
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	Jaml 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 mccuaig	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 meininger	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

Ordinance 187832, Vol. 1.3.P, page 9188

#	Name	City	State	Postal Code	Country	Signed On
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
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

Ordinance 187832, Vol. 1.3.P, page 9189

#	Name	City	State	Postal Code	Country	Signed On
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
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

Ordinance 187832, Vol. 1.3.P, page 9190

#	Name	City	State	Postal Code	Country	Signed On
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
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	Patriicia 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

Ordinance 187832, Vol. 1.3.P, page 9191

#	Name	City	State	Postal Code	Country	Signed On
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
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 García	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

Ordinance 187832, Vol. 1.3.P, page 9192

#	Name	City	State	Postal Code	Country	Signed On
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
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 Bleiwelss	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

Ordinance 187832, Vol. 1.3.P, page 9193

#	Name	City	State	Postal Code	Country	Signed On
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
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

Ordinance 187832, Vol. 1.3.P, page 9194

#	Name	City	State	Postal Code	Country	Signed On
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
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	Ariane 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	lonien 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 Icombe	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

Ordinance 187832, Vol. 1.3.P, page 9195

#	Name	City	State	Postal Code	Country	Signed On
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
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 Brazer	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

Ordinance 187832, Vol. 1.3.P, page 9196

#	Name	City	State	Postal Code	Country	Signed On
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	loreen 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
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 Cosclone	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 Domby-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

Ordinance 187832, Vol. 1.3.P, page 9197

#	Name	City	State	Postal Code	Country	Signed On
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 Staskiews	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 Jolivette	Portland	Oregon	97219	United States	6/23/2015
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 Fadyn	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	Juliann 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

Ordinance 187832, Vol. 1.3.P, page 9198

#	Name	City	State	Postal Code	Country	Signed On
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 Ill	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
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

Ordinance 187832, Vol. 1.3.P, page 9199

#	Name	City	State	Postal Code	Country	Signed On
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
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

Ordinance 187832, Vol. 1.3.P, page 9200

#	Name	City	State	Postal Code	Country	Signed On
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 Gettleson	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
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

Ordinance 187832, Vol. 1.3.P, page 9201

#	Name	City	State	Postal Code	Country	Signed On
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
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 Corneil	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

Ordinance 187832, Vol. 1.3.P, page 9202

#	Name	City	State	Postal Code	Country	Signed On
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
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 Poese	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

Ordinance 187832, Vol. 1.3.P, page 9203

#	Name	City	State	Postal Code	Country	Signed On
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
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

Ordinance 187832, Vol. 1.3.P, page 9204

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
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	debora 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 Gordanier	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	Zarazaiel 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
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

Ordinance 187832, Vol. 1.3.P, page 9205

#	Name	City	State	Postal Code	Country	Signed On
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
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 Schlippert	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 Marchitiello	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 Arditi	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

Ordinance 187832, Vol. 1.3.P, page 9206

#	Name	City	State	Postal Code	Country	Signed On
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 Arditi	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
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 Miliucci	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

Ordinance 187832, Vol. 1.3.P, page 9207

#	Name	City	State	Postal Code	Country	Signed On
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
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	lewis 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

Ordinance 187832, Vol. 1.3.P, page 9208

#	Name	City	State	Postal Code	Country	Signed On
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 Zarosinski	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
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

Ordinance 187832, Vol. 1.3.P, page 9209

#	Name	City	State	Postal Code	Country	Signed On
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
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 Honthaner	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

Ordinance 187832, Vol. 1.3.P, page 9210

#	Name	City	State	Postal Code	Country	Signed On
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	Lel Hart	Portland	Oregon	97219	United States	7/30/2015
1708	Christopher Thorsland	Portland	Oregon	97219	United States	7/30/2015
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 jacobsen	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

Ordinance 187832, Vol. 1.3.P, page 9211

#	Name	City	State	Postal Code	Country	Signed On
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
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 Arkell	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

Ordinance 187832, Vol. 1.3.P, page 9212

Multnomah Village Petition

Signatures as of November 17, 2015

#	Name	City	State	Postal Code	Country	Signed On
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

Ordinance 187832, Vol. 1.3.P, page 9213

MULTNOMAH VILLAGE PETITION

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.

Ordinance 187832, Vol. 1.3.P, page 9214

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.*

Ordinance 187832, Vol. 1.3.P, page 9215

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 quant 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*

Ordinance 187832, Vol. 1.3.P, page 9216

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*

Ordinance 187832, Vol. 1.3.P, page 9217

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.*

Ordinance 187832, Vol. 1.3.P, page 9218

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 tenets.*

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.*

Ordinance 187832, Vol. 1.3.P, page 9219

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.*

Ordinance 187832, Vol. 1.3.P, page 9220

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.*

Ordinance 187832, Vol. 1.3.P, page 9221

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.*

Ordinance 187832, Vol. 1.3.P, page 9223

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 singe 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 complete 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*

Ordinance 187832, Vol. 1.3.P, page 9224

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*

Ordinance 187832, Vol. 1.3.P, page 9225

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 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.*

Ordinance 187832, Vol. 1.3.P, page 9226

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*

Ordinance 187832, Vol. 1.3.P, page 9227

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 classics love able 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 ridicules 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.*

Ordinance 187832, Vol. 1.3.P, page 9228

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 1car 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*

Ordinance 187832, Vol. 1.3.P, page 9229

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 life 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.*

Ordinance 187832, Vol. 1.3.P, page 9230

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.*

Ordinance 187832, Vol. 1.3.P, page 9231

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 (I5 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.*

Ordinance 187832, Vol. 1.3.P, page 9232

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*

Ordinance 187832, Vol. 1.3.P, page 9233

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.*

Ordinance 187832, Vol. 1.3.P, page 9235

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*

Ordinance 187832, Vol. 1.3.P, page 9236

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.*

Ordinance 187832, Vol. 1.3.P, page 9237

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*

Ordinance 187832, Vol. 1.3.P, page 9238

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 that 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.*

Ordinance 187832, Vol. 1.3.P, page 9239

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!*

Ordinance 187832, Vol. 1.3.P, page 9240

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.*

Ordinance 187832, Vol. 1.3.P, page 9241

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.*

Ordinance 187832, Vol. 1.3.P, page 9242

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.*

Ordinance 187832, Vol. 1.3.P, page 9243

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!*

Ordinance 187832, Vol. 1.3.P, page 9244

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.*

Ordinance 187832, Vol. 1.3.P, page 9245

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.*

Ordinance 187832, Vol. 1.3.F, page 9246

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.*

Ordinance 187832, Vol. 1.3.P, page 9247

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 unit$ 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 unit$ 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!*

Ordinance 187832, Vol. 1.3.P, page 9248

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*

Ordinance 187832, Vol. 1.3.P, page 9249

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.*

Ordinance 187832, Vol. 1.3.P, page 9251

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.*

Ordinance 187832, Vol. 1.3.P, page 9253

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 us 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.*

Ordinance 187832, Vol. 1.3.P, page 9255

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.*

Ordinance 187832, Vol. 1.3.P, page 9257

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.*

Ordinance 187832, Vol. 1.3.P, page 9258

October 26, 2015

Attached are comments from a change.org neighborhood petition containing 1,808 signatures. Petitioners wrote these 691 comments to provide feedback on future development in Multnomah Village. The summary page that precedes the actual comments shows a tally of the respondents by zip code (Please see the left column on pages 2-5). The summary shows that these responses come from local residents, as well as from visitors from all over who value the Village as a destination for shopping and eating out.

The Multnomah Neighborhood Association (MNA) is interested in protecting the vibrant small-town character of the Village and its local businesses. Voting members directed the MNA to advocate for:

- 3-story maximum height limit to keep future development in scale with the Village, and
- At least one residential parking space for new residential apartment unit, to minimize the impacts of increased density on parking and traffic congestion in the Village.

We hope that we can work together with you to make sure that future changes in the Village protect what we value about this wonderful place.

Thank you,
Multnomah Village Neighbors and Visitors

For more information, please contact:

Carol McCarthy
MNA Chair
mnachair@gmail.com

Date: 9/2/2015

Total number of signatures: 1797 Number of Cities: 156 Number of States: 34 Number of Countries: 11

Sorted Zipcode Summary

#	Zipcode	Number of signatures
1	97219	844
2	97221	117
3	97223	104
4	97239	76
5	97202	39
6	97214	24
7	97225	21
8	97212	18
9	97035	18
10	97206	17
11	97008	17
12	97210	16
13	97201	16
14	97005	16
15	97229	15
16	97217	15
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

Sorted City Summary

#	City	Number of signatures
1	Portland	1467
2	Beaverton	55
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

Sorted State Summary

#	State	Number of signatures
1	Oregon	1654
2	California	28
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	1785
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

41	97401	3	41	Winston	1
42	97266	3	42	Kirkland	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	92345	1	154	East Jordan	1
155	92154	1	155	New City	1
156	92113	1	156	Tygh Valley	1
157	92111	1			
158	92040	1			
159	92037	1			
160	91790	1			
161	91745	1			
162	91709	1			
163	91343	1			
164	90046	1			
165	90042	1			
166	90034	1			
167	89145	1			
168	89134	1			
169	89014	1			
170	87502	1			
171	87061	1			
172	85710	1			
173	85363	1			
174	85351	1			
175	85324	1			
176	85298	1			
177	85281	1			
178	85249	1			
179	85225	1			
180	85138	1			
181	85008	1			

182	84105	1
183	83642	1
184	82001	1
185	81432	1
186	80863	1
187	80305	1
188	80027	1
189	80026	1
190	78729	1
191	78213	1
192	77336	1
193	67401	1
194	66103	1
195	60622	1
196	55304	1
197	53212	1
198	53202	1
199	50216	1
200	49727	1
201	48328	1
202	48316	1
203	48104	1
204	48026	1
205	46835	1
206	46260	1
207	45247	1
208	36093	1
209	33760	1
210	30338	1
211	22310	1
212	22066	1
213	20010	1
214	20003	1
215	19363	1
216	11230	1
217	10956	1
218	10314	1
219	10039	1
220	10025	1
221	08764	1
222	07141	1
223	05753	1
224	04551	1
225	03062	1
226	02568	1
227	02204	1
228	01730	1

MULTNOMAH VILLAGE PETITION

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 **1,797 signatures** and **691 comments** as of Sept. 2, 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.

Ordinance 187832, Vol. 1.3.P, page 9265

ALL PETITION COMMENTS, AS OF SEPTEMBER 2, 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.*

Ordinance 187832, Vol. 1.3.P, page 9266

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 quant 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*

Ordinance 187832, Vol. 1.3.P, page 9267

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*

Ordinance 187832, Vol. 1.3.P, page 9268

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 tenets.*

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.*

Ordinance 187832, Vol. 1.3.P, page 9271

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.*

Ordinance 187832, Vol. 1.3.P, page 9272

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.*

Ordinance 187832, Vol. 1.3.P, page 9273

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 singe 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 complete 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*

Ordinance 187832, Vol. 1.3.1, page 9275

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*

Ordinance 187832, Vol. 1.3.P, page 9276

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 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.*

Ordinance 187832, Vol. 1.3.P, page 9277

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*

Ordinance 187832, Vol. 1.3.P, page 9278

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 classics love able 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 ridicules 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.*

Ordinance 187832, Vol. 1.3.P, page 9279

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 1car 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*

Ordinance 187832, Vol. 1.3.P, page 9280

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 life 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.*

Ordinance 187832, Vol. 1.3.P, page 9281

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 (I5 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 surroumding 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.*

Ordinance 187832, Vol. 1.3.P, page 9286

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*

Ordinance 187832, Vol. 1.3.P, page 9287

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.*

Ordinance 187832, Vol. 1.3.P, page 9288

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*

Ordinance 187832, Vol. 1.3.P, page 9289

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 that 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.*

Ordinance 187832, Vol. 1.3.P, page 9290

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!*

Ordinance 187832, Vol. 1.3.P, page 9291

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.*

Ordinance 187832, Vol. 1.3.P, page 9292

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.*

Ordinance 187832, Vol. 1.3.P, page 9293

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!*

Ordinance 187832, Vol. 1.3.P, page 9295

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.*

Ordinance 187832, Vol. 1.3.P, page 9297

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 unit$ 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 unit$ 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!*

Ordinance 187832, Vol. 1.3.P, page 9299

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*

Ordinance 187832, Vol. 1.3.P, page 9300

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.*

Ordinance 187832, Vol. 1.3.P, page 9301

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.*

Ordinance 187832, Vol. 1.3.P, page 9303

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.*

Ordinance 187832, Vol. 1.3.P, page 9304

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 us 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.*

Ordinance 187832, Vol. 1.3.P, page 9306

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.*

Ordinance 187832, Vol. 1.3.P, page 9307

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.*

Ordinance 187832, Vol. 1.3.P, page 9308

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.*

Ordinance 187832, Vol. 1.3.P, page 9309

AUDITOR 11/17/15 PM 4:26

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely, Joan E. Brady

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:36

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Erin Hilty Wilson

Erin Hilty Wilson
Parish Administrator
St Matthew's Episcopal Church + St. David's Episcopal Church

Ordinance 187832, Vol. 1.3.P, page 9312

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

AUDITOR 11/17/15 PM 4:26

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Justin Wilson

Ordinance 187832, Vol. 1.3.P, page 9313

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

AUDITOR 11/17/15 PM 4:26

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

The Reverend Deacon Linda Goertz
Saint David of Wales Episcopal Church
2800 SE Harrison Street
Portland OR 97214

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:26

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Karen Dollar

Karen Dollar

Ordinance 187832, Vol. 1.3.P, page 9315

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:26

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Sam Seymour
10804 NE Wygant
97220

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:26

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Juliella Ort

Juliella Ort
10228 SE Pine St #A105
Portland OR 97216

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:26

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

Ordinance 187832, Vol. 1.3.P, page 9320

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:26

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:26

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

Glen D. Martin

Ordinance 187832, Vol. 1.3.P, page 9324

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Glen D. Martin

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220

AUDITOR 11/17/15 PM 4:27

October 14, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Margaret Martin

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Ordinance 187832, Vol. 1.3.P, page 9329

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

The Rev. Aleene Bozyk

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Julie Golden

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Susan Carmen

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

Ordinance 187832, Vol. 1.3.P, page 9336

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

MARION CHEMEN

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

Emanuel 3 1/2 P.S.

Ordinance 187832, Vol. 1.3.P, page 9338

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

Ordinance 187832, Vol. 1.3.P, page 9340

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

Ordinance 187832, Vol. 1.3.R, page 9342

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

AUDITOR 11/17/15 PM 4:27

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

Karen Lowing

Ordinance 187832, Vol. 1.3.P, page 9344

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:27

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

AUDITOR 11/17/15 PM 4:17

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,
Marie Kingsley

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

AUDITOR 11/17/15 PM 4:28

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Kevin M. Hampson

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:28

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Madeline B Moore

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:28

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Eric Bonlaad
3741 NE 66th Ave.
Portland, Or 97213

AUDITOR 11/17/15 PM 4:24

Peter A. Sergienko
Ann C. Hargraves
2127 NW Irving Street Apt 101
Portland, OR 97210

November 16, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

We have lived in Portland since June 1988, including many years when we resided on the East Side in the Center Neighborhood and, later on, in the Mt. Tabor Neighborhood. We have a strong connection to the Hollywood District and to Sandy Boulevard through our long-time membership in St. Michael & All Angels Episcopal Church, which is located just to the south of Sandy Boulevard at NE 43rd Avenue.

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here, including many of our friends and city neighbors from St. Michael's. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a

healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community. Having lived near and having enjoyed the vibrancy of many Portland Neighborhood Centers, we urge you to prioritize this use for this section of Sandy Boulevard. It will better serve the residents because it will facilitate community building and economic development.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Very truly yours,

Peter A. Sergienko

Ann C. Hargraves

AUDITOR 11/17/15 PM 4:25

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Joshua Kingsley

AUDITOR 11/17/15 PM 4:25

Name Pastor Don Frueh
Address Parkrose UCC, POBox 30063, Portland 97294

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community. We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Donald J Frueh

Name Helena Nance

Address 5931 E. Burnside
Portland, Oregon 97215

AUDITOR 11/17/15 PM 4:25

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.
We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Helena Nance

AUDITOR 11/17/15 PM 4:25

Name Bruno Reule

Address 3004 N.E. 15th Ave.
Portland OR. 97230

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.
We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

AUDITOR 11/17/15 PM 4:25

Name Nicole Seery

Address 11618 SE Division St #55
Portland, OR 97266

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.
We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Name Diana L. Bower

AUDITOR 11/17/15 PM 4:25

Address 12902 NE Clackamas St.
Portland, OR 97230

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community. We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Name Erica M. Martin

AUDITOR 11/17/15 PM 4:25

Address 4834 NE 91ST AVE
PTLD 97220

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community. We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

AUDITOR 11/17/15 PM 4:26

Name Gary Witteman

Address 14371 NE Failing St

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.
We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Gary M Witteman

AUDITOR 11/17/15 PM 4:36

Name Johna Alberts

Address 13405 NE Eugene St.

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community. We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

AUDITOR 11/17/15 PM 4:26

Name Donna Gamble
Address 6916 NE Alameda
Portland, OR 97213-5904

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community. We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Donna Gamble

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

AUDITOR 11/17/15 PM 4:26

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

The Rev. James Jolliffe
St. Michael & All Angels Episcopal Church
1704 NE 43rd Ave Portland OR 97213

Ordinance 187832, Vol. 1.3.P, page 9368

AUDITOR 11/17/15 PM 4:25

St. Matthew's Episcopal Church
11229 NE Prescott St.
Portland, OR 97220
October 14, 2015

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to our attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. We would prefer that the status remain "major"; it would be even better if it were demoted.

Our reasons for recommending that the freight status be demoted are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While we recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

We urge you to consider our request. If we are going to accomplish our mutual vision of making Sandy Boulevard in Parkrose one of the vibrant Neighborhood Centers in Portland, then the freight traffic needs to be kept at bay.

Sincerely,

Morgan Kelly

Arevalo, Nora

From:	Lyle Howard <lmhoward@peoplepc.com>
Sent:	Monday, November 16, 2015 10:33 PM
To:	BPS Comprehensive Plan Testimony
Subject:	Comprehensive Plan Testimony
Follow Up Flag:	Follow up
Flag Status:	Flagged

To: City Council --

We, Shirley J. Howard and Lyle M. Howard reside at 3367 N.E. Holladay St. on the South part of Lots 7 and 8, Block 25, in Laurelhurst. The Howard family has lived on this property since 1926.

We oppose the proposed "Commercial" zoning of the 3308 N.E. Peerless Place property, and request that the zoning be returned to the original "Residential". In 1928, Albert Nelson built the existing home for his family including daughter Adlyn Nelson and son Charles Nelson. The family lived on the property until 1999 (71 years) when Adlyn Nelson White died.

We kept in touch with the Nelsons thru the years because of Grant High school, Oregon State College, sororities, and neighborhood activities. We recall Adlyn Nelson telling us that her father, Albert Nelson, was responsible for getting the zoning changed from Residential to Commercial for his own personal reasons.

The property was sold in 1999,and again in 2003 to the present owner "All God's Children International" of Vancouver, Wash. They are apparently non-profit and the record shows no taxes being paid since 2003.

Ordinance 187832, Vol. 1.3.P, page 9371

What could be built on the property under current and proposed Commercial zoning would not be appropriate to the entrance to one of Portland's fine neighborhoods. The remaining sandstone "Laurelhurst" arch adjacent to the property, was one of two designating the entrance to the neighborhood. The missing one was across the street to the East. It was removed decades ago when the City needed to widen the intersection.

We invite you to verify our facts if City records are on file that far back.

Shirley J. Howard
Lyle M. Howard
3367 N.E. Holladay St.
Portland, Oregon 97232
503-234-8176

Ordinance 187832, Vol. 1.3.P, page 9372

Arevalo, Nora

From: Lia and Tom Mills <liatom@msn.com>
Sent: Monday, November 16, 2015 8:42 PM
To: BPS Comprehensive Plan Testimony; Lia Mills; Peter Mahr; Lynda Peel
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

November 16, 2015

Portland City Council
City Hall
1221 SW 4th Ave.
Portland, OR 97204

RE: Property Address: 2717 SE 15th Ave.

Dear Portland City Council,

We are submitting this letter in opposition to the proposed zoning change of 2717 SE 15th Ave. from residential to commercial.

We oppose this change because of the increased traffic and noise this development could bring to this area. Additionally, we oppose the zoning change because it is incompatible with the Clinton St. Greenway, which will soon include traffic diverters at SE 17th Ave. and Clinton St. Our position is echoed by the Hosford Abernethy Neighborhood District (HAND), which opposes the change of zoning from residential to commercial for properties that have never housed commercial businesses.

After evaluating this zoning change, the Portland Planning and Sustainability Commission ruled against a change of the property to commercial. Finally, this property is currently listed as residential in the draft of the 2035 Comprehensive Plan.

As a result, we strongly urge the Portland City Council to concur with the Planning and Sustainability Commission and city staff and keep this property residential.

Thank you for your consideration,

Lia & Tom Mills
1623 SE Clinton St.
Portland, OR 97202

AUDITOR 11/16/15 AM 9:58

JoVenCo

9700 SW Capitol Highway, Suite 130
Portland, Oregon 97219

(503) 246-7556
FAX (503) 200-1383

October 30, 2015

TO WHOM IT MAY CONCERN:

Mr. Leonard Waggoner has been hired as a land use advisor to represent JOVENCO in the City of Portland's "reclassification of use" process of our property located at 2244 NW Overton Street, Portland, OR from its current High Density Multi-Dwelling designation to a new C1-2 Hospital Zone designation.

Yours very truly,

Steven J. Bitte, G. P.
General Partner, JOVENCO

SJB/ND

REAL ESTATE

Development Consultant

Office: 503.543.2934
Cell: 503.313.7881
waggoose@centurytel.net

Len Waggoner
33951 SE Oakview Dr.
Scappoose, OR 97056

AUDITOR 11/16/15 AM 9:57

Annette Stanhope
10924 NE Shaver St.
Portland, OR 97220

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to my attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. I would prefer that the status remain "major"; it would be even better if it were reduced.

My reasons for recommending that the freight status be reduced are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While I recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

I urge you to consider this request. Reducing the freight traffic on Sandy Boulevard in Parkrose is an important step towards accomplishing our mutual vision of making this street one of the vibrant "main streets" in Portland.

Sincerely,

Annette Stanhope

Ps. I also sent this letter via email but with the return address of the East Portland Neighborhood Office since I was writing it as the chair of the Parkrose Neighborhood Association. However, I didn't know whether that would cause confusion if multiple neighborhood association people were using that address. So I am sending this in with my personal address to make sure it gets recorded.

Arevalo, Nora

From: Hales, Mayor
Sent: Monday, November 16, 2015 4:14 PM
To: Susan Lindsay
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Buckman Comp Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

From: Susan Lindsay [mailto:lindsays@pdx.edu]
Sent: Thursday, November 12, 2015 4:57 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Fwd: Buckman Comp Plan Testimony

---------- Forwarded message ----------
From: **Susan Lindsay** <lindsays@pdx.edu>
Date: Thu, Nov 12, 2015 at 4:55 PM
Subject: Buckman Comp Plan Testimony
To: Hales Charlie <MayorHayes@portlandoregon.gov>, Commissioner Saltzman <dan@portlandoregon.gov>, Commissioner Fritz <amanda@portlandoregon.gov>, Steve Novick <Novick@portlandoregon.gov>, Nick Fish <nick@portlandoregon.gov>

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

Please see the attached document. This was submitted to the Planning and Sustainability Committee last March.

Recently we were informed we needed to resubmit the testimony.

We are very concerned and oppose the Comp Plan proposed "up zoning" along a very residential section of SE Morrison and Belmont between 19th and 15th Avenues.There are many turn of the century homes here which provide a nice residential buffer between the greater stretch of businesses further up Belmont and the intense all EXd zoning on 12th avenue and to the west.

These homes also provide affordable housing with 2-3 bedrooms for many, which if demolished, will be replaced by more unaffordable multi-unit buildings filled to the brim with studio apartments for singles, driving families and children out of Buckman and away from our schools.

We approve of the existing R1 housing designation in this specific area which provides a means with any new construction for housing to be built for families, not only singles.

Thank you all,

Susan

--
Susan Lindsay

--
Susan Lindsay

Arevalo, Nora

From: Jason Baker <jsn.baker1@gmail.com>
Sent: Monday, November 16, 2015 4:06 PM
To: BPS Comprehensive Plan Testimony
Subject: comprehensive plan testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Portland City Council:

It has come to my attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, which is a neighborhood in transition, this goal raises concerns for those who live and work here. I would prefer that the status remain "major"; it would be even better if it were reduced.

My reasons for recommending that the freight status be reduced are outlined in the following points:

1. Sandy Boulevard is already very busy, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.

2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly center.

Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.

3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While I recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents Freight status in Parkrose have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

I urge you to consider this request. Reducing the freight traffic on Sandy Boulevard in Parkrose is an important step towards accomplishing our mutual vision of making this street one of the vibrant "main streets" in Portland.

Sincerely,
Jason Baker
10916 NE Prescott Street

Portland, OR 97220

Arevalo, Nora

From: Washington, Mustafa
Sent: Monday, November 16, 2015 3:49 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comprehensive Draft Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: powolfe@earthlink.net [mailto:powolfe@earthlink.net]
Sent: Friday, November 13, 2015 2:11 PM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregongov.onmicrosoft.com>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comprehensive Draft Plan

Dear Portland Commissioners and Mayor Hales,

I am one of the many citizens of Portland who support the approach to industrial lands outlined in the current draft of the Comprehensive Plan. We need to continue on our pathway to clean up industrial waste sights and prevent future conversions of irreplaceable natural areas to industrial uses. Everyone I know in the entire Metro area has supported, and will continue to support in the ballot booth, your decisions which protect our precious natural areas. We do pay attention and are thankful to those of you who vote for the future health of our land and our citizens.

Thanks,

Phyllis Wolfe

4329 SE Steele St., Portland 97206

Arevalo, Nora

From: Vivian Coles <colesvivian@gmail.com>
Sent: Monday, November 16, 2015 3:49 PM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony
Subject: 2035 Comprehensive Plan and Multnomah Village

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern:

I am a business person in Multnomah Village having a psychotherapy practice there for over 5 years, additionally I have been a 12 year resident of Multnomah Village and currently a 10 year resident of Garden Home. I am very concerned about the BPS proposed changes in zoning to Multnomah Village and the plan for intense development in the Village. Our neighborhood Association has been requesting that the Village it be designated as a Neighborhood Corridor instead of a Neighborhood Center as proposed in the 2035 Comprehensive Plan. Our citizens value the small town feel of the Village and I feel we lose a tremendous treasure if it were to be zoned as Commercial Mixed-Use Zone 2. It would totally change the character of the Village that so many regard as a family oriented community. I work with children and families in my work as a therapist and they appreciate being able to walk into the Village to visit the many friendly and family oriented shops. We are already seeing such increased development in our residential areas, I am totally against any further development in the Village.

Thank you for reading this and working with our community.

Vivian Coles
8621 SW 57th Ave.
Portland, Or. 97219

And
Vivian Coles, LPC
7929 SW 37th Ave., Ste. C
Portland, Or. 97219

Arevalo, Nora

From: Washington, Mustafa
Sent: Monday, November 16, 2015 3:43 PM
To: BPS Comprehensive Plan Testimony
Cc: Elmore-Trummer, Camille
Subject: FW: Comprehensive Plan & West Hayden Island

Follow Up Flag: Follow up
Flag Status: Flagged

From: Thomas Dana [mailto:thomashdana@gmail.com]
Sent: Saturday, November 14, 2015 5:46 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comprehensive Plan & West Hayden Island

Dear Mayor Hales,

Please support the Draft Comprehensive Plan and keep West Hayden Island out of the Industrial Lands Inventory.

Thank you,

Tom Dana
ThomasHDana@gmail.com
503-954-9217
1501 N Hayden Island Dr
Unit 110E
Portland, OR 97217

Arevalo, Nora

From: Rod Merrick <merrick_map@yahoo.com>
Sent: Monday, November 16, 2015 3:33 PM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Commissioner Fritz; Commissioner Saltzman; Commissioner Novick; Commissioner Fish; Commissioner Fish
Cc: McCullough, Robert; Stockton, Marty; Clark Nelson; Michael Molinaro; Bob Kellett
Subject: Eastmoreland NA Comprehensive Plan Testimony for City Council
Attachments: _ENA Average Lot Sizes pdf.pdf; _2015.03.13 ENA Residential Densities Staff Report Rebuttal 3-13-15.pdf; _2015.03.12 ENA-comp plan testimony supplemental questions signed.pdf; _2015.02.23 ENA-Comp-Plan Testimony.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Please find ENA testimony regarding the Comprehensive Plan that addresses both general and neighborhood specific concerns. I have included the "ENA Average Lot Sizes". This should be inserted in the "2015.02.23 ENA-Comp-Plan Testimony" as Exhibit A1 in front of Exhibit A.

As part of the testimony is a detailed rebuttal to the staff report regarding the R7 designation for the Eastmoreland Neighborhood. This are ongoing and unresolved issues.

As part of the testimony is the letter distilling our full testimony into a series of policy questions for your consideration. We have added a number of process questions in light of the handling of public testimony from recognized organizations across the city and considering other issues that will likely emerge in the process of implementation.

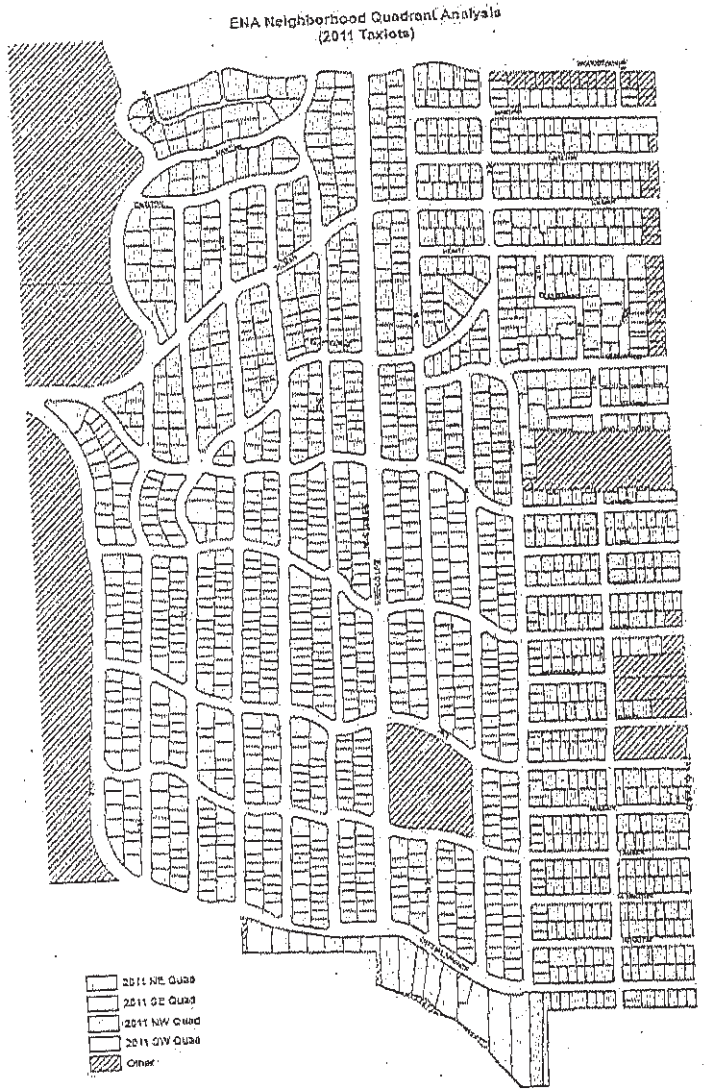
Please include the above notes as a cover for this testimony.

Thanks for your consideration. ENA Board of Directors

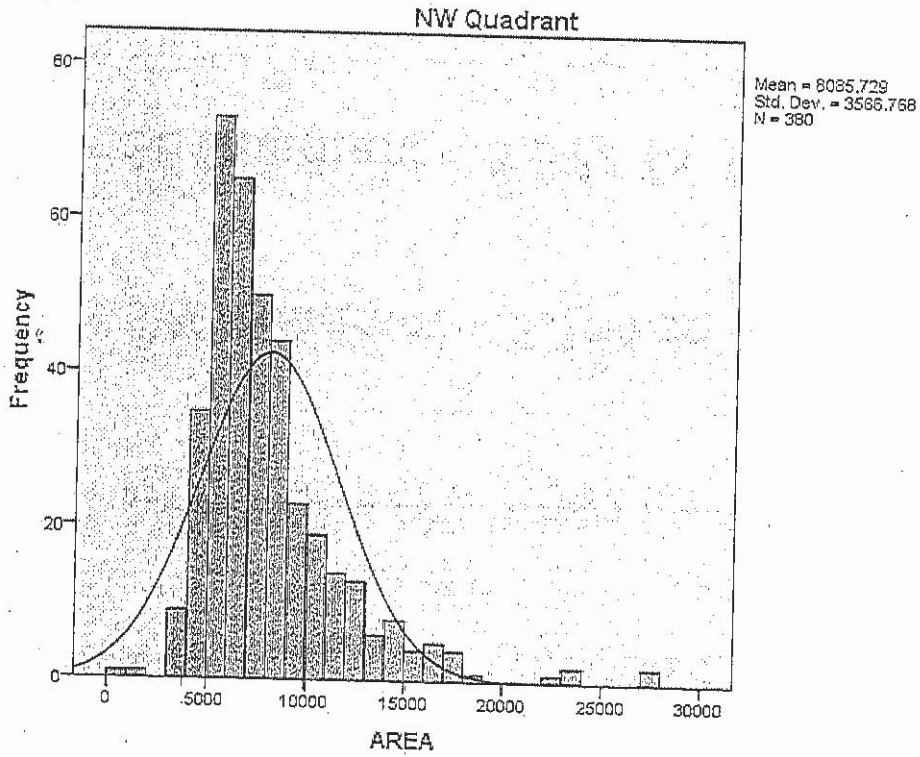
Rod Merrick, AIA NCARB
ENA Land Use CoChair
Portland, OR 503.771.7762

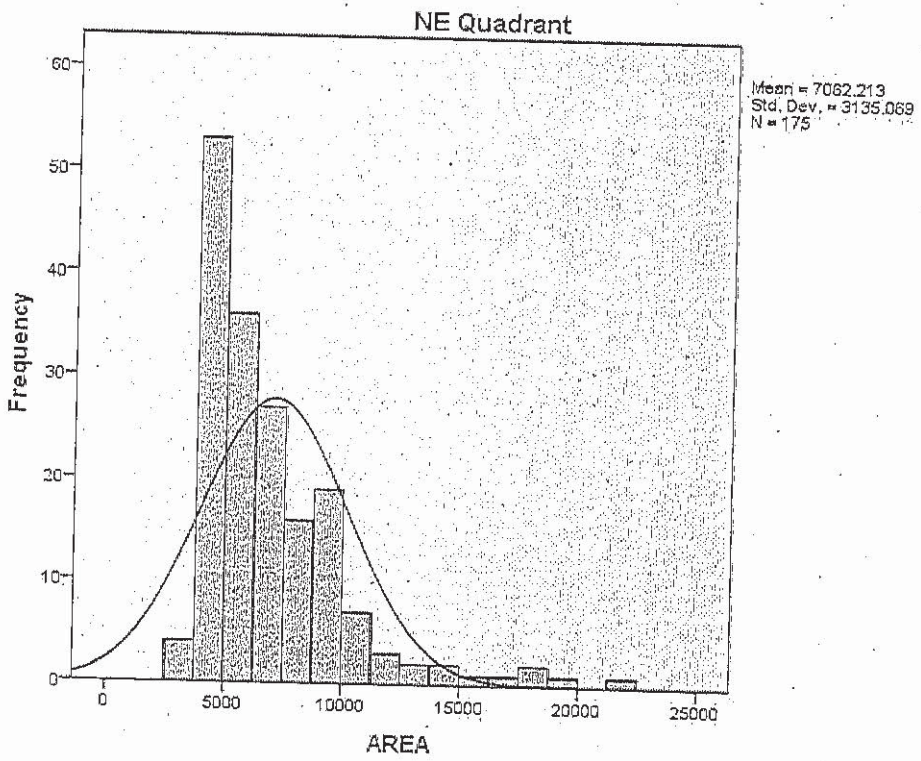
ENA Average Lot Sizes by Quadrant in 2011

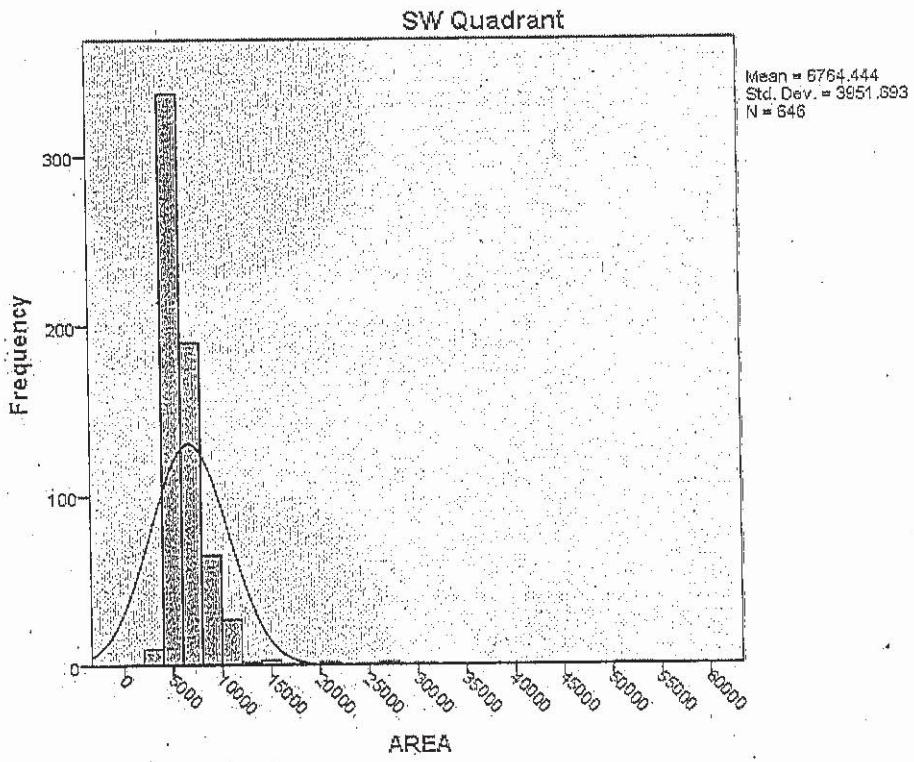
- NW Quadrant = 8,086 sq. ft.
- NE Quadrant = 7,062 sq. ft.
- SW Quadrant = 6.764 sq. ft.
- SE Quadrant = 5,592 sq. ft.

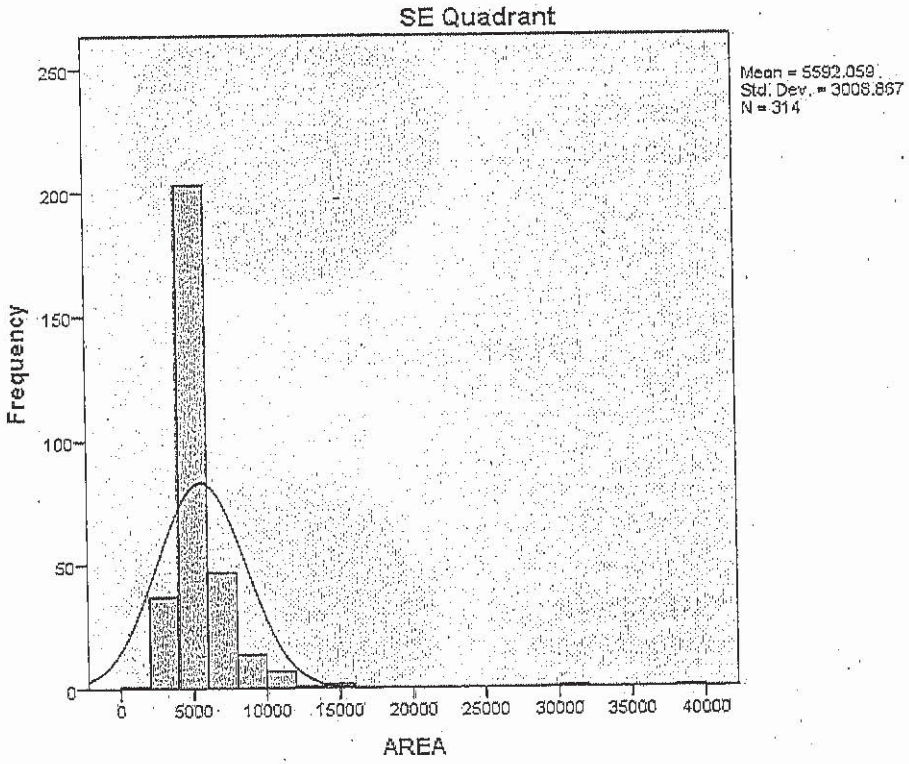


Ordinance 187832, Vol. 1.3.P, page 9385

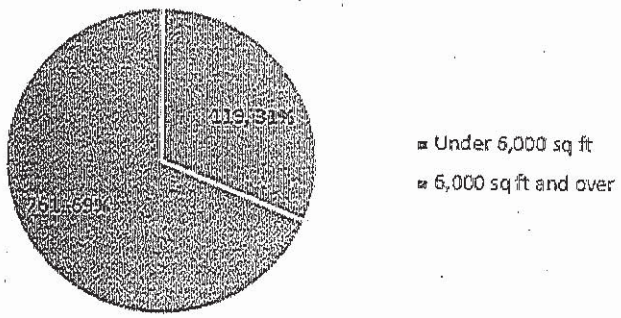

NW Quadrant
Mean = 8085.729
Std. Dev. = 3566.768
N = 380
Frequency
AREA
0
20
40
60
0
5000
10000
15000
20000
25000
30000


NE Quadrant
Mean = 7062.213
Std. Dev. = 3135.069
N = 175
Frequency
AREA
0
10
20
30
40
50
60
0
5000
10000
15000
20000
25000

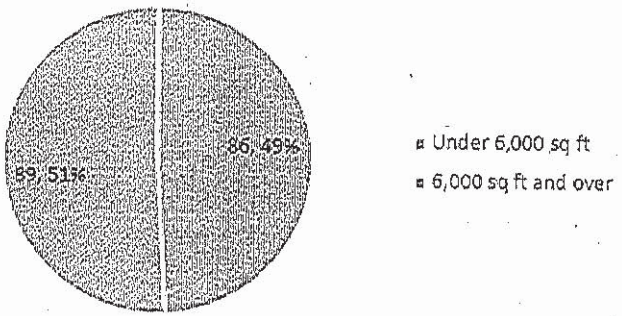

SW Quadrant
Mean = 6764.444
Std. Dev. = 3951.693
N = 646
Frequency
AREA
0
100
200
300
0
5000
10000
15000
20000
25000
30000
35000
40000
45000
50000
55000
60000


SE Quadrant
Mean = 5592.059
Std. Dev. = 3008.867
N = 314
Frequency
AREA
0
50
100
150
200
250
0
5000
10000
15000
20000
25000
30000
35000
40000

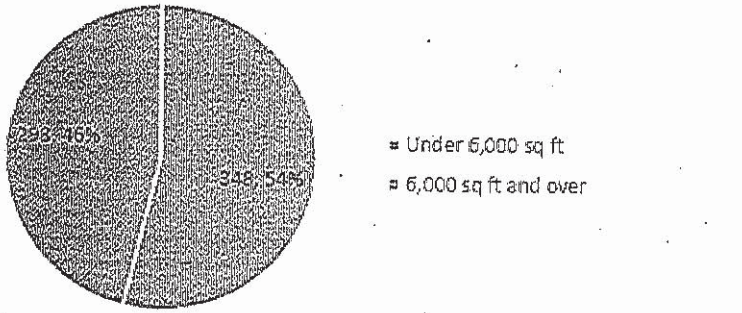
ENA 2011 Tax Lots, NW Quadrant



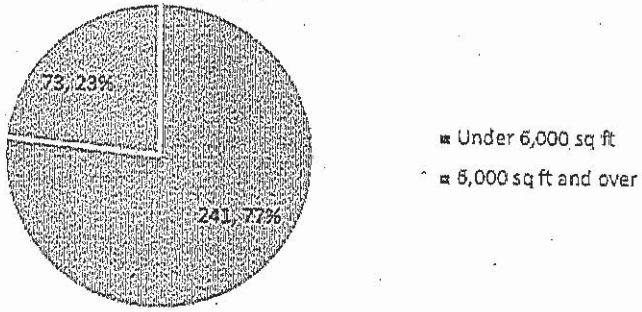
ENA 2011 Tax Lots, NE Quadrant



ENA 2011 Tax Lots, SW Quadrant



ENA 2011 Tax Lots, SE Quadrant



Eastmoreland Neighborhood Association

Date: March13, 2015

To: The Planning and Sustainability Commission

Cc: Deborah Stein, Principal Planner & Marty Stockton

From: Eastmoreland Neighborhood Association

Rod Merrick and Nelson Clark, Eastmoreland Land Use Co-Chairs

Robert McCullough, President

Subject: Portland Oregon Bureau of Planning and Sustainability (BPS)

Residential Densities memo dated February 25, 201[5]

Recognizing that the PSC will be strongly influenced by staff comments and recommendations, we are very concerned that the memo on these vital issues was prepared in advance of the closing date for submittal of testimony. Meeting schedule cannot be considered a justification for bypassing the schedule and providing staff insufficient time to digest and present the issues in a balanced fashion.

The Eastmoreland Neighborhood Association is equally concerned with what we regard as misinterpretation of the issues and the testimony derived from the MapAp and other comments submitted prior to the date of the subject report. This memo addresses the most obvious misinformation contained in the report:

Page 16

Quote: "Reed's proposal was followed by a request by the Eastmoreland Neighborhood Association to down designate the entire Eastmoreland neighborhood, also with the intent of preserving the scale and architectural quality of the neighborhood and reduce the potential for demolitions and lot divisions particularly for large lots that could be subdivided to below 5,000 sq ft (as allowed in R5)".

Rebuttal: The Eastmoreland Neighborhood has requested R7 zoning for the entire neighborhood because an R7 zone most accurately reflects the current density and lot sizes within the neighborhood as a whole. Because of the widespread presence of underlying lots of record throughout and especially in the SE quadrant, R5 zoning allows for the development of lots much less than 5000 sq ft, making smaller, more affordable homes and houses on larger lots vulnerable to demolition and redevelopment and removing the present diversity of more affordable housing . These redevelopment

projects are bringing substantial unintended and unwelcome changes to the character and density of the neighborhood. An R7 designation addresses both issues .

Eastmoreland is not asking for something new, but rather a return to what the lot sizes were designated before the 1990s consistent with the development patterns of a mature neighborhood. Once R-5 meant 5000 sq ft, lots. The definition was changed so that lots can be 3000 sq ft with 36 ft front. (PDX Title 33: 33.10 table 110-6) An R7 designation now allows lots as small as 4200 SF.

Page 19 and 20 summary of Eastmoreland Map App testimony

Over 75 comments were made on the Map App regarding an R5 to R7 zone change within the Eastmoreland neighborhood and other comments were submitted in writing. Our neighborhood volunteers carefully counted and evaluated the comments.

- Of the MapApp comments, about 64 were in favor of the R5 to R7 zone change. Many also favored extending the R7 zone to include the entire neighborhood up to SE Cesar Chavez Blvd and none opposed it. Of those opposing the zone change, *only one* lived in Eastmoreland. The opinions expressed in the very large number of MapApp responses and comments made at association meetings make it extremely clear that the neighborhood, as a whole, wants a zone change from R5 to R7.
- Eastmoreland residents cited many reasons for supporting the R-7 classifications.
    - Eastmoreland is a beautiful neighborhood with diverse housing, styles, landscaping and trees.
    - Residents want to preserve the housing and lot sizes that dominate the neighborhood and do not want to allow big houses to be placed on new, smaller lots.
    - The recent demolitions, lot divisions, and construction have caused considerable concern. The new houses are selling for much more than the old ones so there is less diversity and less affordable housing.
- The opposition is limited in number and has several concerns.
    - Nine of the ten opponents live outside of Eastmoreland.
    - Several (2) want other neighborhoods to have the opportunity to do the same thing.

Ordinance 187832, Vol. 1.3.P, page 9390

- Seven opponents write that the new MAX station needs more people living near it so there should be lot splitting, higher density, multifamily housing, high rise apartments or condominiums. This fails to recognize the the Bybee station is a destination station and that there are no plans to remove Westmoreland Park, the Eastmoreland Golf Course, or the Rhododendron Garden for a new town center. Lot splitting, or replacing 20 small houses with 20 to 30 big ones, is not going to affect the success of MAX.)

- Two opponents suggest the establishment of a historic district. (Presumably they don't know both the difficulty in doing so and that it would not stop lot splitting, etc.)

- Some opponents believe Portland needs more inexpensive housing. (Some hope that if a $425,000 one and a half story house is torn down after grandma dies, it will be replaced with 2 houses that moderate income families can afford. But recent history shows the $425,000 house being replaced by 1 or 2 houses selling in the $1,000,000 range. That is not affordability or diversity. There are several streets in Eastmoreland with large houses on large lots and the houses fit. Building McMansions on small lots do not fit, and that is what recent experience suggests is happening.)

Page 21 Item 2b

When the February 25 memo discusses the historic significance, it does not reflect current, broader interpretations of historic preservation. In the particular case of Eastmoreland, it leaves out dozens of equally "historic" buildings and, more significantly, it almost completely ignores a very substantial, high level of typical historical structures which are the dominant backbone of the Eastmoreland Neighborhoods residential landscape. This high level of "common vernacular" is what unites the residences from 27th to 39th and Woodstock to Crystal Springs Blvd. The entire area is also unified by continuous traditions of individual residential landscape planting and street tree density that is well recognized throughout the city. To substantiate these claims, The Historic Survey Sub-Committee of the Eastmoreland Land Use Committee is working on an update of the Historic Landmarks Resources Inventory that will more completely record the full range of historic dwellings as well as the neighborhood's high level of common vernacular housing types.

The Eastmoreland Land Use committee and the Eastmoreland Neighborhood Association have worked with Portland Planning Division personnel for three years

attempting to prevent some of the development abuses. We have hoped there was a way to ameliorate problems involving the division of lots, underlying lots of record, scale and design of new houses consistent with neighborhood character, notification of neighbors and protecting the environment when demolition occurs, and scale of new houses in proportion to the lot size. The February 25 memo does not discuss the Eastmoreland Neighborhood's desire to include all of its members in the zoning change (Berkeley Addition, etc.).

We again request that the February 25 staff report be revised and resubmitted based on all testimony provided and to accurately reflect the issues. We thank you and your staff for your efforts under pressing circumstances.

Ordinance 187832, Vol. 1.3.P, page 9392

Eastmoreland Neighborhood Association

March 12, 2015

Subject: Draft Proposed Comprehensive Plan Update
Eastmoreland Neighborhood Association Testimony- Supplemental Questions

C: Stockton, Engstrom, Zehnder, Anderson

Dear PSC Chairman Baugh and PSC Commission Members,

This letter is a supplemental effort to distill our full testimony into a series of policy questions for your consideration.

We have added a number of process questions in light of the handling of public testimony from recognized organizations across the city and considering other issues that will likely emerge in the process of implementation.

Process Issues

Should the schedule of the Comprehensive Plan be restructured to insure that Bureau of Planning and Sustainability (BPS) staff are provided at least 30 days to summarize timely submitted testimony for Planning and Sustainability Commission (PSC) consideration and prior to PSC deliberations on specific issues.

Regarding public testimony, should BPS staff summaries be written to accurately reflect (or characterize) not only the ideas and comment but to indicate the level of public support or opposition for a particular point?

Regarding Policy Expert Group work, under what circumstances should BPS supervisory staff be allowed to substantially revise and omit ideas developed and incorporated into final draft versions without a full analysis and the relevant Policy Expert Group approval?

Should BPS staff summaries of Testimony from Neighborhood Associations and other recognized organizations be reviewed for approval by such organizations prior to being submitted to the PSC for consideration?

Should changes in the zoning code be virtually modeled in 3D in context for impacts prior to adoption and implementation?

Should changes in the zoning code be marked as revised for a period of at least one year to assist users of the code in efficient application?

Should comprehensive plan implementation phase mandate policy impact analysis addressing the context and numerous other criteria that support urban design, sustainability, resilience, and other livability goals?

Ordinance 187832, Vol. 1.3.P, page 9393

Should comprehensive plan implementation mandate policy analysis of economic impacts to the value and cost of land and housing affordability as a result of encouraging redevelopment speculation and displacement?

Should the City renew its commitment to support Neighborhood Associations and other equivalent public interest organizations as integral to the *ongoing success of formulation, implementation and enforcement* of land use policies?

Should zoning standards be clarified so that lot sizes, density standards and associated definitions are combined or electronically cross referenced?

Land Use Planning Policies

(Zone for Context) ***Is the "five Portlands"*** **pattern concept intended to be a primary response to the policy** ***"One Size Does Not Fit All"?*** Or is the **policy** intended to support zoning tailored to neighborhood and district planning context so as to reinforce distinctive character as suggested elsewhere in the plan.

(Zone for Context) ***Should the zoning code be restructured to electronically link a district or site to all relevant criteria*** to support *goals 4A* (Context-sensitive design and development) *and 4B* (Historical and cultural resources) in support of localized context sensitive standards?

(Zone for Context) ***Should the concept of Neighborhood or district plans be reintroduced*** *as the long term basis for physical planning and zoning* as a "Key Direction" of neighborhood planning?

(Truth in zoning). Should the *Land Use Designations* **in the Zoning code be restructured to clearly and accurately represent** the intended development standards especially for consistency between minimum lot sizes and residential density and FAR standards?

(Truth in zoning) (Zone for Context). ***Should Alternative Development Options*** **(33.110.240) be used to create global entitlements** that undermine the density and lot size standards irrespective of context?

(Truth in zoning) (Zone for Context). Should historic lots of record (33.110.213) be used to create global entitlements that undermine the density and lot size standards irrespective of context and encourage wasteful demolition and infill?

(Zone for Context). Should the highly energy and cost inefficient "skinny house" that produces a streetscape dominated by garages and driveways and violates adopted design standards applied to other structures in the same zone be substantially revised and allowed only where part of an adopted neighborhood plan on 6 year vacant land?

(Zone for Context). Should the highly energy and cost inefficient "skinny house" be limited to areas zoned for R2.5 density with minimized garage and driveway and so that the *house is proportional to the lot size*? (while encouraging attached common wall housing?)

(Truth in zoning). Should the "narrow lot house", (a 30 to 40 foot wide lot) be allowed only where part of an adopted neighborhood or where such a pattern is consistent with earlier

Ordinance 187832, Vol. 1.3.P, page 9394

precedents and so that the *house is proportional to the lot size* and does not encourage speculative lot splitting, demolition and removal of affordable and viable housing?

(Truth in zoning). Should the "corner lot attached or duplex " be limited to areas zoned for R2.5 density or part of an adopted neighborhood plan with mandatory design standards where the *house is proportional to the lot size* and does not encourage speculative lot splitting, demolition and removal of affordable and viable housing?

(Sustainability) Should existing green infrastructure (i.e. vegetative cover to sustain flora and fauna and reduce storm runoff, and large tree canopy shading to reduce heat absorption, community food plantings, etc.) be typically sacrificed for minor increases in single family residential density (such as skinny and narrow lot divisions)?

Neighborhood Specific Requests

1. **In assigning appropriate zoning designations should all of the following be considered?**
    - Existing land use patterns and density
    - Historical development patterns
    - Housing Affordability
    - Historic and Cultural Resources: streetscape and architecture
    - Sustainability and resilience criteria
    - Access to transit
    - Access to Services

Neighborhoods in question: All

2. *Existing Land Use Patterns and Density*

Given the analysis that the average size lot within the neighborhood boundary is 6,370 SF or greater with less than 10% smaller than 4550 SF is the appropriate designation R7?
Neighborhoods in question: Eastmoreland (R5-R7 proposal), etc.....

3. *Housing Affordability and Diversity*

Should the zoning code provisions provide entitlements (including alternative development options, reduced lot sizes, use of random historical lots of record) that are in effect incentives for redevelopment demolitions for construction of:

- **larger and more expensive** houses to replace affordable and viable post World War II workforce housing and compromise existing density standards?
- **larger and more expensive** houses on smaller lots that places upward pressure on similar nearby lot values and housing prices?
- **new construction and major remodels** that reduce the diversity of house and lot sizes and prices?

- New houses that erase the historical and cultural record of the past 100 years in which the neighborhood was built?

Neighborhoods in question: Eastmoreland (R5-R7 proposal), etc.....

4. *Historic and Cultural Resources : Streetscape and Architecture*

Should neighborhood plan district standards be encouraged to support the unique streetscape and yardscape, architectural scale and character, and treatment of driveways and garages characteristic of the Eastmoreland, College View, Campus Heights, etc., and Berkeley Addition subdivisions by limiting lot coverage and house sizes to comport with the existing scale, favor renovation, and discourage teardowns?

Neighborhood in question: Eastmoreland (plan district expansion proposal)

5. *Access to transit and access to services in centers or corridors.*

Should portions of neighborhoods with limited bus transit services beyond a quarter mile walk of existing and proposed routes be zoned to maintain existing density by designation as medium density R7? And especially where underlying historic lots of record are driving much higher density development?

Neighborhoods in question: Eastmoreland SE quadrant (R5-R7 proposal), etc.....

Summary

We hope these questions will assist in evaluating the Comprehensive Plan Testimony from the Eastmoreland neighborhood as well as addressing similar situations across the city. We look forward to continuing the good working relationship with neighborhood liaisons and City staff in bring this to fruition.

Thank you for your consideration.

Rod Merrick AIA, Clark Nelson, Land Use Co-Chairs

Eastmoreland Neighborhood Association
Robert McCullough, President

Ordinance 187832, Vol. 1, 3, Page 9396

Eastmoreland Neighborhood Association

February 23, 2015

Subject: Draft Proposed Comprehensive Plan Update
Eastmoreland Neighborhood Association Testimony.

C: Stockton, Engstrom, Zehnder, Anderson

Dear PSC Chairman Baugh and PSC Commission Members,

Your consideration of our testimony is appreciated especially considering the scope of the issues to be addressed. Our letter is written in two parts, focusing on the draft Plan as a whole followed by neighborhood specific requests in the context of the Plan.

The first part addresses the Comprehensive Plan Update Proposed Draft released in July, 2014 highlighting concerns about Key Directions and a narrow selection of Goals and Policies; especially single family residential issues that are proposed to be accepted status quo in the form of existing zoning regulations. The entire CP document represents an heroic effort and contains many valuable and worthy directions. In our comments we focus on a few selected areas that seem particularly off the mark and needing discussion and revision.

In the second part, we continue discussion of Draft Comprehensive Plan requests made by the Eastmoreland Neighborhood Board in December of 2013, and reiterate with substantial supporting analysis the requests made in that 2013 letter. Your approval will increase the area of the neighborhood with zone designations consistent with context and endorse the work accomplished and in progress to guide future development within the expanded Plan District. For both there is a very high level of support in the neighborhood.

During the past year, our neighborhood has seen an extraordinary amount of wasteful demolition and "remodels" of more affordable and viable housing. The replacements are far more expensive "product" generally of a size overwhelming the site and dominating the surrounding neighborhood in height, volume and site coverage. While there is clearly a demand for somewhat larger and newer single family housing, the *unbridled encouragement* for this type of redevelopment is not leading the city or the neighborhood to a better place.

<u>Key Directions (Introduction 2035 Comprehensive Plan –Proposed Draft July 2014)</u>

Complete Neighborhoods is a concept we strongly support. In our case this includes support for adjacent neighborhood center plans and for retention of existing neighborhood supported commercial uses as proposed in changes 766 and 639.

One Size Does Not Fit All. "Plan and design to fit local conditions" is a concept we strongly support – but not the "Five Portlands" panacea. Reading the details in *GP3* makes clear that the authors have not been listening to cries from neighborhoods across the city and from the

Ordinance 187832, Vol. 1, 3P, page 0307

Residential PEG group that found "Five Portlands" aka *Pattern Areas* to be an inadequate approach to meet goals for *preserving and enhancing neighborhood* character while adapting to change. The *Pattern Areas* are broad categories at best. They do not account for the distinct characteristics and context of neighborhoods within the *Pattern Areas*.

If "one size does not fit all" and *goals 4A (***Context-sensitive design and development***) and 4B* (**Historical and cultural resources**) are foundational, a zoning code framework that can be tailored to fit a variety of neighborhoods, is context sensitive, accounts for historical resources, and is practical for implementation must be developed. Given available technology, maps can be readily linked to applicable standards and overlays that make it easy to understand the requirements without an unwieldy document search. We suggest that the "plan district" overlay such as that proposed for our neighborhood could be a model for localized context sensitive standards.

Missing and Noticeably Absent. The concept of *Neighborhood Plans*, so important in the past 20 years after the 1980 Comprehensive Plan was adopted, needs to be front and center to provide the basis for both complete neighborhoods and context specific standards. While there are certainly public processes influencing the Comprehensive Plan and a section devoted to this in the Goals and Policies, *there is no mention* in "**Key Directions**" of neighborhood planning.

Imagery in the Plan illustrating *centers and corridors* are surprisingly uninspiring. They show wide streets and monotonous building facades that seemed as rootless as any suburban 5 lane arterial one might encounter- not inviting pedestrian spaces.

"Urban Design Direction" which illustrates the intent of the plan was not issued until mid-September 2014 and both Institutional and Mixed Use zones are in process as of this writing. Purposeful public engagement and opportunities for public testimony must be reopened and the March 13 date for close of written testimony must be reset to give time for review of the plan as a whole.

<u>Planning Goals and Policies (Summer 2014)</u>

GP4 Design and Development goals are excellent but don't jive with "Five pattern areas". Goals 4A "Context–sensitive design and development",4B, 4C, 4D and associated Policies 4.1-*4.13 Scale and Patterns (except the unexplained entitlements in the last sentence) and 4.14* - 4.68 are important goals that we support. When reduced to "Five pattern areas" however the goals relating to context and historic patterns and resources lose serious credibility. Context is localized in space - not categorical and the *pattern areas* are simplistic categories. The GP4 section deserves a separate critique in terms of application to code that is beyond the scope of this testimony.

GP2-1 Community Involvement notably fails to highlight Neighborhood Associations as participants for public participation in the planning process. ***GP-4.2*** **and** ***4.3*** the role of the Neighborhood Associations are similarly omitted. In the **Guiding Principles** ***GP1*** there is no mention of public participation.

Ordinance 187832, Vol. 1, Page 9398

Historically, **neighborhood associations** are the designated contacts in land use review, the engines behind neighborhood planning and protecting Portland citizens from destructive impulses of urban freeway visionaries, the pressures of irresponsible development and careless abuse of environmental and cultural resources. While admittedly varying in capacity, these organizations along with business associations (these *are* mentioned) the Neighborhood Associations need to be recognized as integral to *ongoing success of formulation, implementation and enforcement* of land use policies.

Despite an entire chapter in **GP2** devoted to community involvement, it is difficult to see the instances demonstrating that BPS has moved *beyond the reactive mode* in developing a vision for the *distinctive neighborhoods* the document purports to support.

The Woodstock neighborhood (WNA) is an example of a group that has, at its own expense, initiating such an effort. There are certainly others. Encouraging neighborhoods that take the initiative to create a neighborhood plan should be a key goal of community involvement and be supported with policies and funding to match.

The role of the ***Policy Expert Groups*** in addressing the Draft Comprehensive Plan goals and policies is inexplicably omitted. Consider: Months of effort by staff and mostly unpaid volunteer participants lead to the final draft version of the **"Residential Design and Compatibility"** report. That was effectively whitewashed by staff editors in its final version. For the benefit of the PSC Commission it should be referenced and hot linked from the Proposed Draft Comp Plan document.

> "The land use designations indicated for single dwelling residential substantially *misrepresent* the intended densities.... and should be targeted for reconsideration"

GP10.5 Land Use Designations **(Truth in zoning).**
The land use designations indicated for single family residential substantially *misrepresent* the intended densities. For example, beginning in 1945 the R5 designation (**Appendix A** page 3, 1980 Comprehensive Plan) indicates minimum lot size is **5000 SF** or rephrased it is intended that each dwelling has approximately 5,000 square feet of land. In fact lots of **3,000 SF** are allowed, **2,500 SF** in random settings, and at corners lots as small as **1600 SF**. These compromised 'standards' have evolved as a gradual erosion of the minimum density as described in **Appendix A**. The entitlements are parked in various sections of the zoning code and are difficult to track, understand, and interpret. Very few people, even experienced planners working in the City fully grasp the implications - they are anything but transparent. Consequently we recommend that *confusing* single family zoning designations *not* be endorsed by inclusion in the Comprehensive Plan but rather targeted for reconsideration.

For a summary history of the evolution and erosion of single family zone designations please see **Appendix A : Milestones in Portland's Residential Zoning Code** attached to this testimony. *This work in progress is the first effort to create a full history. The records are difficult to locate and important portions appear to be closed to public access.* Further discussion follows below:

Ordinance 187832, Vol. 1.3.P, page 9399

Alternative Development Options (33.110.240) These policies are intended to make use of "underutilized land" or to incentivize other social goals, often worthy in concept. In 1990 the policy claimed to meet the following goals: "They promote better site layout and opportunities for private recreational areas; they promote opportunities for affordable housing; and they promote energy-efficient development." (**Appendix A**, page 5, from page 3 1990 Zoning Code...)

Some argue that these policies "make room" for new residents by increasing density thereby containing the urban growth boundary. BPS research finds that this is not proved to be an effective way of increasing density. The growth boundary is most impacted by policies of outlying city growth patterns and zoning regulations. Actually these "options", lots of record entitlements, and the revised lot standards (tucked into **33.610.020 table 610-1**) undermine the density and lot size standards. Too often, as described below, they fail to meet the stated goals, compromise many other worthy goals, and result in unintended negative impacts.

Among the most contentious "alternatives" is the recognition of substandard platted lots – aka **historic lots of record (33.110.213)**. These are lots or portions of lots, accidents of history, randomly located across the city that typically do not meet the density standards established by the code. They were -- except in rare instances – amalgamated into larger tax lots that *did* meet density standards of the zone. Until 1990 they were not recognized as entitled lots superseding zoning standards. When they were recognized in 1990, they were portrayed as *empty lots* on which smaller more affordable houses could be built. Under pressure from developers, these were approved by then Council members over objections from the Planning Commission. (**Appendix A**, page 8, June 4, 2003). Now is an opportune time to reverse this misjudgment and to either tightly constrain or remove these arbitrary entitlements from the code except where the zoning designations and other policies (besides density) support this density.

The most conspicuous outfall of the *entitled substandard lots* phenomenon is the "**skinny house**"- a 15 foot wide structure on a 25 foot wide lot -- typically an elongated garage with a dwelling unit above (**Appendix A**, page 7). Neighborhoods and the Planning Commission became alarmed at the *unbridled scale and garage door architecture* dominating the street and adjacent yards as well as *wholesale destruction of blocks of existing viable housing*. Again Planning Commission recommendations to end this type of infill were over ruled by developer friendly Council members in 2003 arguing that these houses produced "affordable" housing. They were however limited to "vacant" land (or land made vacant).

By demolishing houses and splitting lots, developers were given a free hand to produce clusters of highly inefficient "skinny" housing. The houses produce a streetscape dominated by garages and driveways violating adopted design standards applied to other structures in the same zone. They are built at a scale overshadowing neighbor houses and yards leaving little open land for landscape or garden. Side yards are long narrow strips of barkdust. The "**skinny house**" is inherently energy inefficient by geometry (large amount of exterior surface relative to their enclosed area). Generally they are less affordable than the houses they replaced.

Considering the outcomes, it is essential to reverse this misguided experiment. We recommend areas of R2.5 density near centers and corridors while encouraging attached common wall

Ordinance 187832, Vol. 1.5.1, page 94 of 100

housing with minimized garage and driveway or where appropriate reworking the code so that the *house is proportional to the lot size* for the zone designation.

The "**narrow lot house**", typically on a 30 to 40 foot wide lot has been offered as a reasonable form of infill housing in an R5 zone. In some neighborhoods such a pattern is consistent with earlier precedents and is non-controversial. In other neighborhoods this policy damages the neighborhood character by encouraging speculative lot splitting, demolition and removal of affordable and viable housing.

The **corner lot attached or duplex** (see **Appendix A**, page 8, 2002) may in some cases be an appropriate solution for adding additional housing. But lacking regulation of what is appropriate to demolish and design regulation and scale limitations for what is built, this is simply an incentive to demolish and redevelop while doubling the stated density. (For an example of the impacts, see **Exhibit F**)

> "...[these] policies are producing little in the way of affordable new housing, ..increase the carbon footprint... don't promote better site layout, and ... don't accommodate many more residents. ...[They have] proved to be **corrosive to public trust** ...The primary benefit accrues to private development interests at the expense of existing neighborhood residents and artificially drive up the value and cost of land and housing..."

Most Portlanders seem comfortable with the **"accessory dwelling"** provision that provides flexibility to add a modest sized second residential unit when accessory to a primary residence. This entitlement provides a reasonable but *unrecognized doubling of dwelling unit density on every site*.

No doubt some portion of the housing stock is in such disrepair or of such poor quality that it is effectively obsolete and should be replaced. Replacement housing is typically larger and more expensive. True also there is a strong market desire for housing constructed to new house standards in terms of energy efficiency, seismic resistance, and not requiring extensive renovation and repairs. Alternative density standards may in some cases advance this process by incenting new houses on smaller lots but at what cost and for whose benefit? The regulatory balance favoring the context and numerous other criteria that support "livability goals" and the desires of Portland's citizens needs to be revised, ***tested***, then implemented.

It is our understanding that the BPS numbers show "alternative development" policies are producing little in the way of affordable new housing, and (without effective standards for scale massing or design) don't promote better site layout, and finally don't accommodate many more residents. *They are not meeting their purpose*. The primary benefit accrues to private development interests at the expense of existing neighborhood residents. They artificially drive up the value and cost of land and housing as would-be resident owners compete against developers with cash-in hand offers to purchase.

Without considering context, these *one size fits all* policies encourage wasteful redevelopment

Ordinance 187832, Vol. 1.3.P, page 9401

and infill – often destructive to the fabric of existing neighborhoods and not consistent with other adopted Goals and Policies. They generally reduce affordability and result in displacement of groups specifically targeted for protection in the goals and policies, and in some cases threaten historic architectural and cultural fabric. They increase the carbon footprint from producing replacement materials and by adding significantly to landfill from demolition.

It comes as a great surprise to most residents that the "alternative development options" and compromised density standards allow the type of infill discussed above and that all corner lots are entitled to double the allowable density by splitting those lots regardless of the quality of housing in place or in the resulting construction. Not least, this back door planning with opaque and misleading standards has proved to be **corrosive to public trust**.

Summary Policy Comments

- The residential zoning designations need to relate to the context (one size does not fit all). Densities should reflect historic patterns but also a pattern of increased density in the context of planned, complete, neighborhoods that protect historic and cultural resource values.
- The lack of compatibility standards for infill as well as design standards for the neighborhoods is becoming increasingly important and should be addressed in the comprehensive plan. Regulations need to be modeled and tested.
- The planning of neighborhoods must involve those who live and work in the neighborhood. The City should do much more to encourage neighborhood associations and business associations to engage in planning specific to their locale.
- The single family zoning regulations need to be easily understood by the public, the construction industry, and by City staff responsible for review and enforcement.
- Underlying lots of record and lot remnants are random accidents of history. Entitlement effectively encourages non-contextual spot density zoning.
- The single family zoning *density policies* are *failing to meet many of their intended purpose statements*. The context indiscriminate "alternative development" policies and revised lot standards (tucked into **33.610.020 table 610-1**) are producing little in the way of increased density and less *affordable* new housing. They remove viable lower cost housing from the market and add to regional land fill problems. They drive up the value and cost of land and housing (not because of the constraints of the regional urban growth boundary but because existing lots are valued for their potential to be divided).
- The primary benefits from the compromised density standards accrue to private development interests at the expense of existing and future neighborhood residents. They undermine public trust in planning.

Many of these issues were addressed in considerable depth by the "Residential Design and Compatibility" Policy Expert Group but their recommendations are omitted or ignored in the Proposed Draft Comprehensive Plan.

Ordinance 187832, Vol. 1.3.P, page 9402

Eastmoreland Neighborhood Specific Requests and Analysis

Neighborhood Comprehensive Plan goals remain focused on two essential objectives from our letter of request for comprehensive plan changes dated December 2013:

- R7 designation extended to the entire area within the neighborhood association boundary except as noted.
- Development of a well-crafted Plan District that encompassing the entire neighborhood. The goals for the plan district have been adopted by the ENA Board and are widely supported in the neighborhood. The *implementation plan* for the plan district is in development. The *expanded plan district* should be acknowledged in the Comprehensive Plan.

The requested inclusions for *both the expanded plan district* and *the zone designation change* are *consistent with the goals and policies identified in the comprehensive plan* such as contextual design and community participation. ENA analysis supports both addressing the following comprehensive plan criteria:

- Existing land use patterns and density
- Historical development patterns
- Housing Diversity
- Historic and Cultural Resources: streetscape and architecture
- Access to transit
- Access to Services

Existing Land Use Patterns and Density

Lot size and lot size frequency within the neighborhood boundary was analyzed by the ENA as a whole in our original request and in discrete areas in this analysis to demonstrate consistency. For the western portion extending east to SE 36th Avenue the mean lot size is **7247 SF**, for the northeast quadrant the mean lot size is **7,062 SF**, and for the southeast **5,592 SF**. With the exception discussed below, **R7 is the appropriate designation** for all quadrants under current **33.110** and **33.610** standards. Please refer to the attached map, bar chart, and pie chart (**Exhibit A, Exhibit B**). In addition consider the following:

- Public support is very positive on the MapApp and in other forums. Reviewing the MappApp comments as of December 1 there were approximate 90 out of 100 comments in favor of expanding R7 to the full neighborhood boundary (Half the opposed do not live in Eastmoreland and of those some appear to be duplicates). Many are in favor of expanding R7 to the full neighborhood boundary and none expressed opposition to this point.
- For the northeast quadrant, lots facing SE Woodstock Blvd east of SE 36th Ave and lots abutting SE CCB (39th Ave) north of SE Glenwood are appropriately classed as R5 for their convenient access to transit and services.

Ordinance 187832, Vol. 1.3.P, page 9403

- Only 2% Of the lots in the neighborhood are 4200 SF or smaller. These were developed in recent years as the result of tear-down lot splitting primarily in the most vulnerable southeast quadrant. They are clearly incompatible with the scale, streetscape, and character of the neighborhood. Again supporting R7 designation.
- Lots sizes, development, architectural character and land use patterns in the all but the southeast quadrant are indistinguishable although density patterns vary somewhat by the block and topography.
- There are a *large number of 7500 SF* and larger lots many with random underlying lots of record. Establishing the minimum lot size at 4200 SF (R7 standards) is critically important to reduce haphazard lot splitting and to preserve the historic streetscape.

The southeast quadrant (or Berkeley Addition) consists of blocks of 25 x 100 lots of record. The mean lot size in the quadrant (in 2011) was 5,592 sq. ft. with 23% of these lots 6,000 sq. ft. or larger. Using current R5 standards, all of these lots could be split into minimum 3,000 SF lots following demolition of existing housing stock and all corner lots can be split by right into 2,500 SF lots. For these reasons and as well as lacking access to transit and access to services discussed below, the *R-5 zoning definition is clearly inappropriate* for this quadrant.

Housing Affordability

The incentives in the code and market conditions are reducing affordability. The southeast quadrant contains some of the oldest houses and the largest number of post World War II workforce housing that is the most affordable. With a predominance of 25 foot wide lots of record it is also the most vulnerable to the lot splitting. Encouraged by the "alternative development options" and compromised density standards, these are being replaced by much larger and more expensive production housing. *The value of retaining houses under R7 zoning standards is to maintain diversity of housing types and affordability and to discourage upward price pressures on land values resulting from speculative teardowns*.

Housing Diversity

The neighborhood has a wide range of house and lot sizes and prices, a reflection of the economic times during which they were built as well as marketing and design preferences. As house sizes trend larger and more expensive this diversity is eroded. The proposed plan district standards and the R7 designation are intended to check this by limiting lot coverage and house sizes to comport with the existing scale, favor renovation, and discourage teardowns.

Substantial pressure to remodel and redevelop will continue. The application of "alternative development options", reduced lot size standards, and application of lots of record entitlements has incentivized and rapidly accelerated this activity in the last 2 years. The effect is to raise land and thus house prices. The result is larger, less diverse, and less affordable housing, as well as serious damage to the distinctive neighborhood character.

Historical Development Patterns

The Eastmoreland subdivision, the northeast quadrant (College View, Campus Heights, etc.) and the Berkeley Addition share the heritage of being street car suburbs served first by the suburban line running along the Springwater corridor with a station at the foot of SE 37th Ave.

Ordinance 187832, Vol. 1 3, page 9404

The later Bybee street car line extended through the center of the Eastmoreland subdivision and into the Berkley subdivision along SE Knapp to SE 45th Ave.(the City boundary at the time). **Exhibit C** shows the rail and streetcar lines circa 1924. The oldest and newest houses are found in the southeast quadrant platted as the Berkeley Addition. The original neighborhood post-office, Ward's store, was replaced by a house at 7405 SE 37th. The entire neighborhood was developed with lots of at least 5,000 SF and many larger. **Exhibit D** shows houses the year built from 1888 to 2011 (from BDS permit records) indicating that the oldest houses were built and streets surveyed in the eastern quadrants prior to the platting of the Eastmoreland subdivision dating from 1910.

The neighborhood shares a common historical development pattern *and most important a common streetscape* characterized by substantial areas of front and rear yard ornamental landscaping, minimized driveways and garage presence, and houses proportioned to lot size. All these qualities are threatened by the application of lots of record entitlements, R5 standards and "alternative development options". All of these qualities are to be preserved and enhanced under the goals of the proposed plan district.

Historic and Cultural Resources : Streetscape and Architecture

The Eastmoreland Neighborhood strength of identity lies in its historic character on several levels. The unique street pattern of straight, gridded north-south avenues bisected by curving east-west streets that follow old streambeds is unique in the Northwest and has few precedents elsewhere in the country. The east west curvilinear streets align with the earlier platted streets of subdivisions to the east. Reinforcing this grid-and-meander street pattern, linked in spirit to the earlier Ladd/Olmsteadean developments of Ladds Addition and Laurelhurst, is a dominant pattern of large deciduous tree planting with Elms lining the east-west streets and maples lining the north-south streets.

The relatively wide planting zones for these trees and proportion of lot size relative to the size of houses creates a park-like setting that accommodates and unifies a diverse architectural heritage. The axis of the neighborhood and its iconic central feature is the mile long park-boulevard featuring an arcade of linden trees that extends to the 'great lawn' of Reed College. This combination of landscape and street plan is of unique and historic importance and the defining character that unifies all quadrants of the neighborhood.

Eastmoreland's architecture on first viewing might seem a picturesque variety of sizes and styles from craftsman to mid-century modern, builder customized plan houses to distinguished work of Portland architects. It is impossible to find any two of identical design but characteristically the architecture is dominated by three revival influences–Colonial Revival , English cottage styles and California mission style. Two-thirds of the neighborhoods 1500 houses were built in variations of these styles during two relatively short periods, 1925-30, and 1936-40 giving a surprising unity to the outward variety. On the streets east of the Ladd Corporation development, between 36th and 39th Avenues, this unity of house types and styles is continued without interruption in the northeast quadrant. Giving further unity to the whole is a neighborhood tradition of large street trees and extensively landscaped yards even for modest houses distinctively visible from aerial view and widely appreciated and worthy of preservation.

Access to transit. Portions of the Eastmoreland neighborhood are served by three routes only one of which is more than tangential. These routes and their predicted quarter mile walking catchment areas are shown on **Exhibit E.** Frequency of service is not shown but described below.

The 19 bus line is accessed on alternate routes either along the northern edge of the neighborhood on SE Woodstock Boulevard or on an inner loop extending along Se 29th and SE 32nd as far south as SE Rex before rejoining the common route east and west. Service frequency for prime weekday commuting hours is roughly on twenty to thirty minute intervals for each alternate. Saturday service is closer to hourly, begins mid-morning and ends mid evening. For the inner loop there are only two trips on Sunday. (Trip time to and from downtown is increasingly unpredictable during rush hour and will become gradually less viable in future as a result of congestion through the Brooklyn neighborhood.) The second bus route is the 75 that provides frequent (approx. 15 minute) north-south service from the northeast corner of the neighborhood (SE Woodstock Blvd at SE CCB (SE 39th Ave.) The third route will be the nearly complete Orange light rail line. Presumably this will be a draw for bicycle and kiss and ride commuters as well as transfers from the 19 and pedestrians from within a ten to fifteen minute walk from the station platform.

The importance of this analysis is to demonstrate that *the least served (or unserved) area of the neighborhood is the southeast quadrant*. As a result of the lot splitting encouraged by application of lots of record entitlements, R5 standards and "alternative development options" it is *effectively zoned for the highest density*. This is an essential point supporting R-7 designation for this area of the neighborhood.

Access to Services

Currently only the northeast corner of the neighborhood, primarily a small portion along Caesar Chavez Boulevard and along Woodstock Boulevard, could be considered to be within a 20 minute walk of the Woodstock corridor commercial area. Note that SE Martins street is not a through street. For these reasons we support the R-5 designation in the limited areas shown on **Exhibit A.** Again the least served area of the neighborhood is the southern half especially the southeast and southwest quadrants. As a result of the lot splitting encouraged by the current zoning code and narrow lots of record the south east quadrant is inappropriately zoned for the highest density. This is yet another cogent argument for this area of the neighborhood to be assigned the R-7 designation.

Summary

Considering *the criteria of the comprehensive plan* the research and analysis points to the conclusion that for now and in the foreseeable future the the medium density zoning (**R7**) is the appropriate Comprehensive Plan designation for the Eastmoreland Neighborhood.

We hope you will agree that all quadrants deserve equal attention in shaping future development that can best be facilitated with an expanded and well-crafted neighborhood

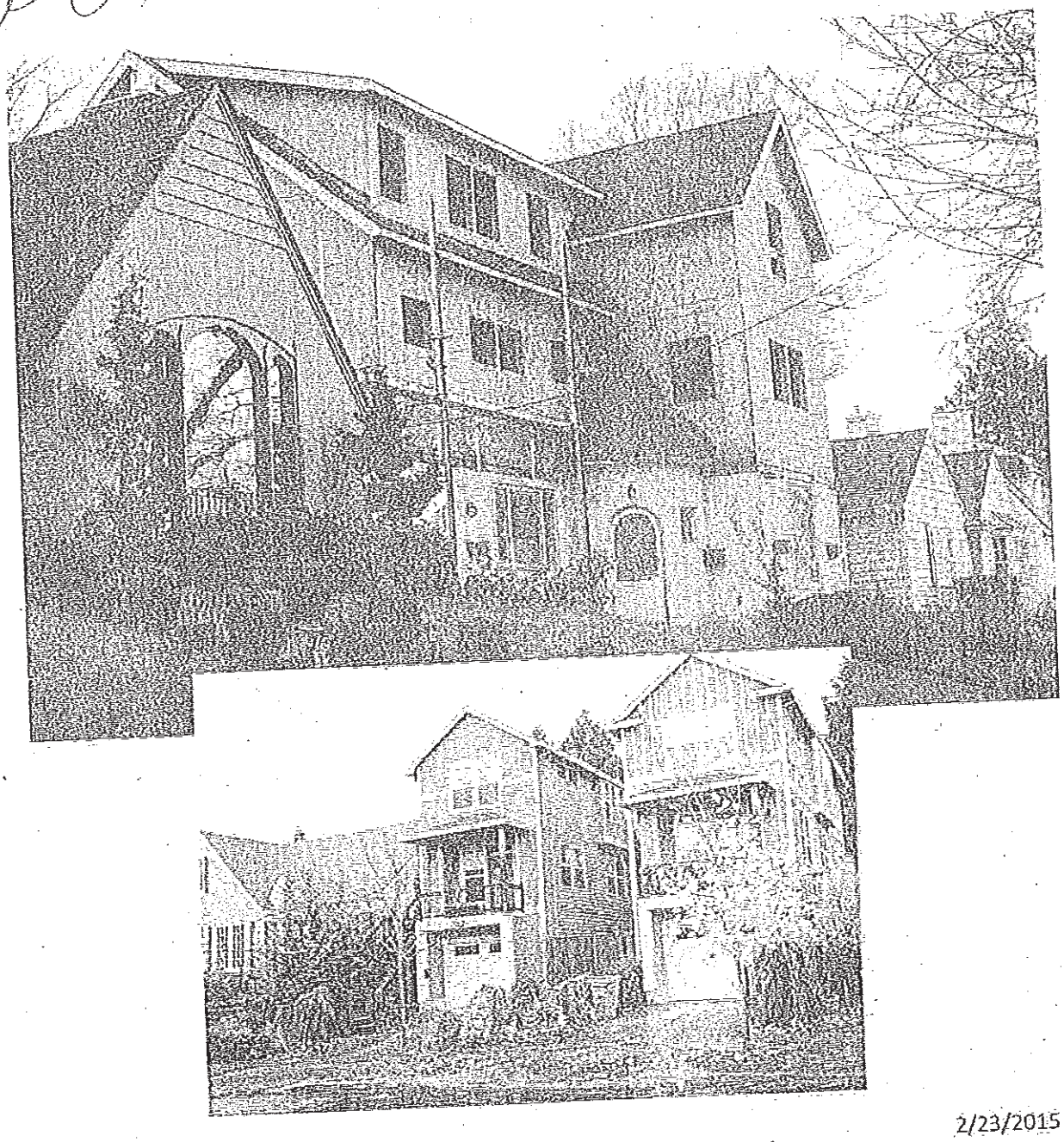
Ordinance 187832, Vol. 1-3, Page 9406

developed and approved Plan District. We look forward to continuing the good working relationship with neighborhood liaisons and City staff in bringing this to fruition.

Thank you for your consideration.

Rod Merrick AIA, Clark Nelson Land Use Co-Chairs

Eastmoreland Neighborhood Association
Robert McCullough, President



2/23/2015

Ordinance 187832, Vol. 1.3.P, page 9407

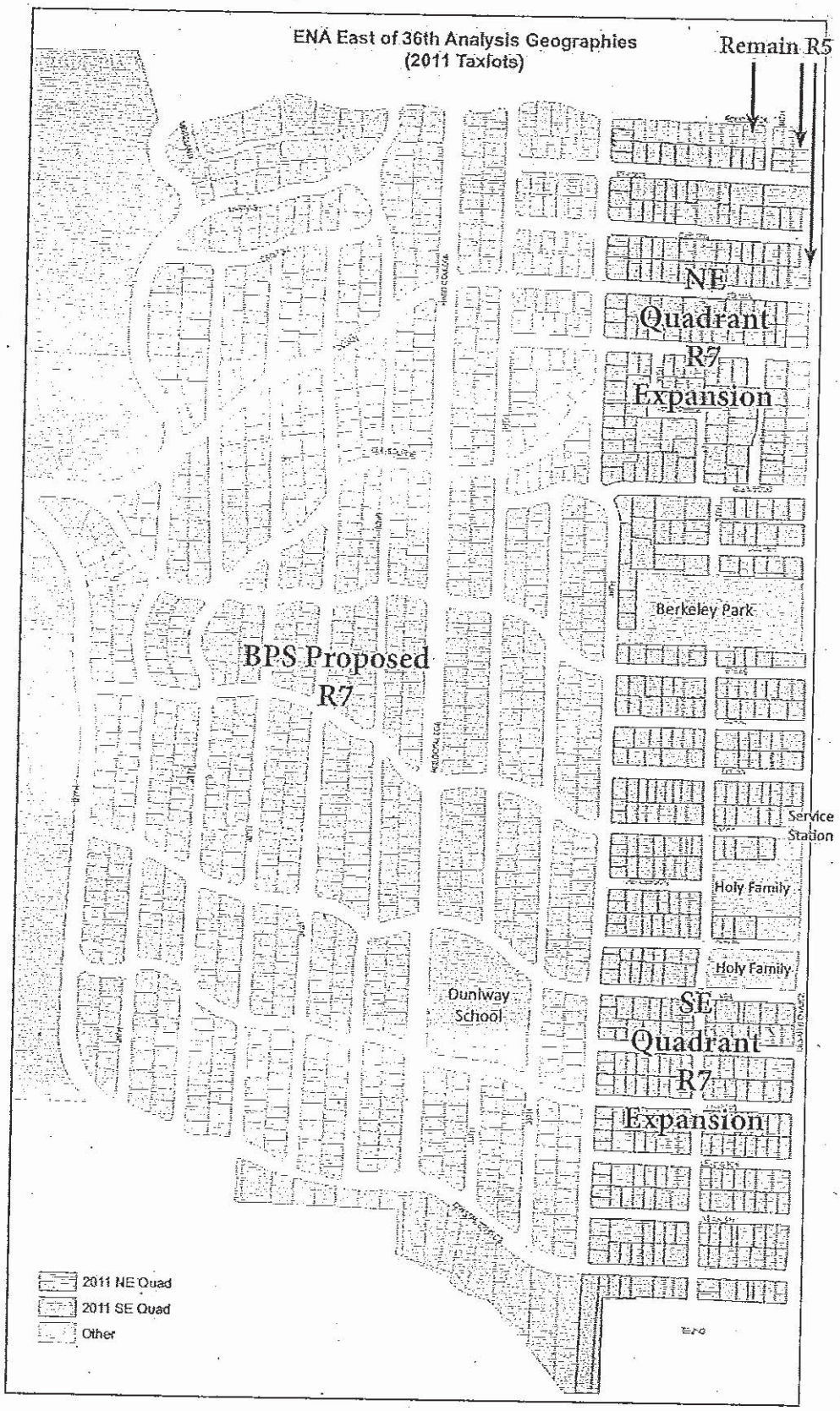
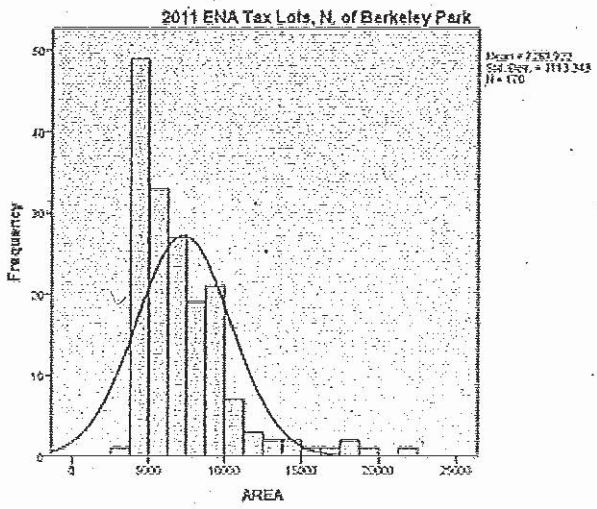
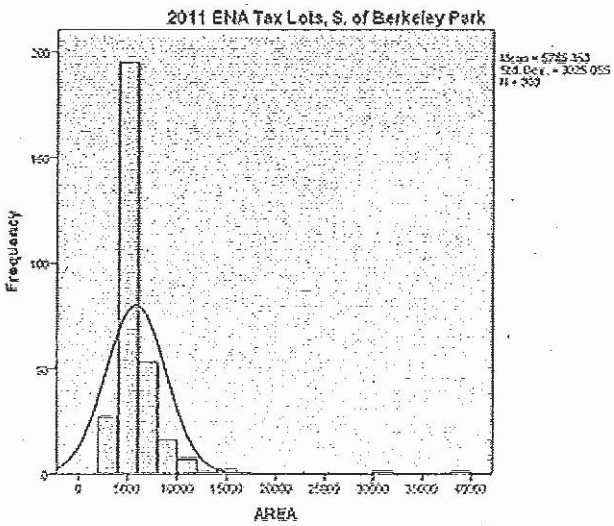


EXHIBIT A
PROPOSED ZONING AND QUADRANT ANALYSIS

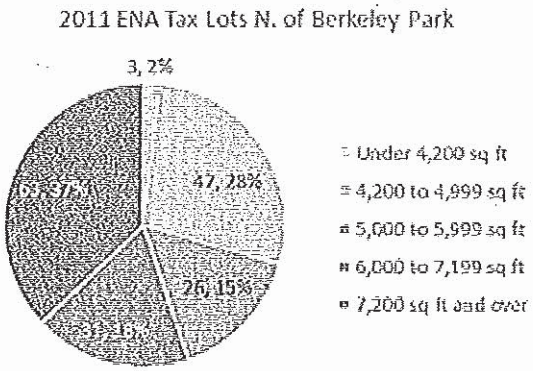
WITH ENA BOUNDARIES



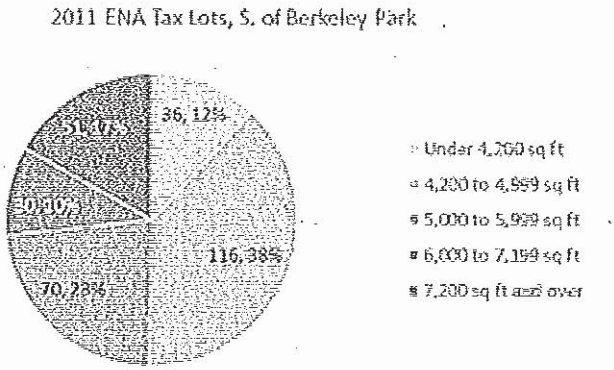
Average Tax Lot Size in 2011 = 7,270sq. ft



Average Tax Lot Size in 2011 = 5,785sq. ft.



NORTHEAST QUADRANT



SOUTHEAST QUADRANT

EXHIBIT B
EASTMORELAND LOT SIZE ANALYSIS – NE AND SE QUADRANTS

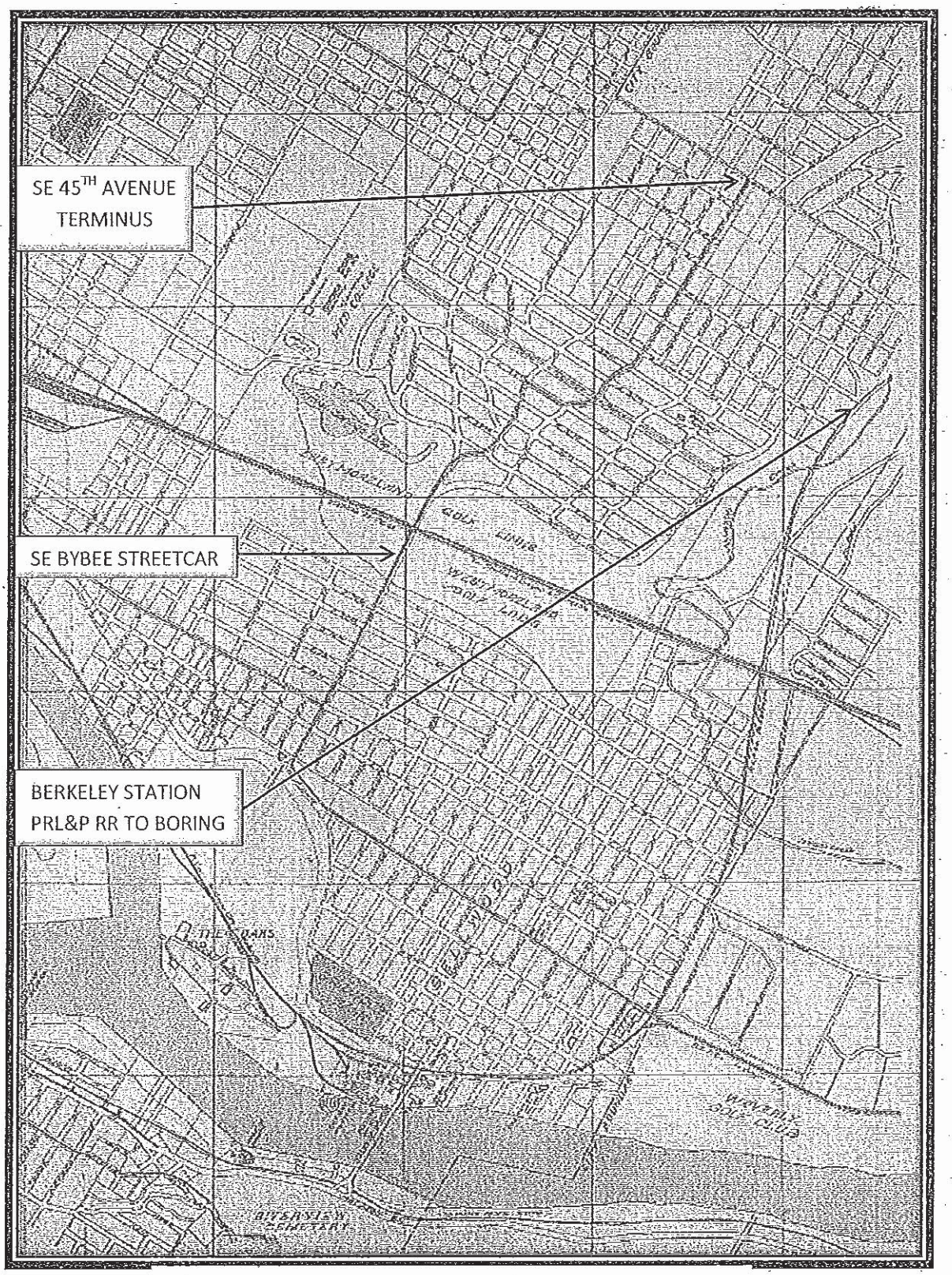


EXHIBIT C

HISTORIC STREETCAR AND RAIL LINES – 1924

Ordinance 187832, Vol. 1 3 P. page 9410

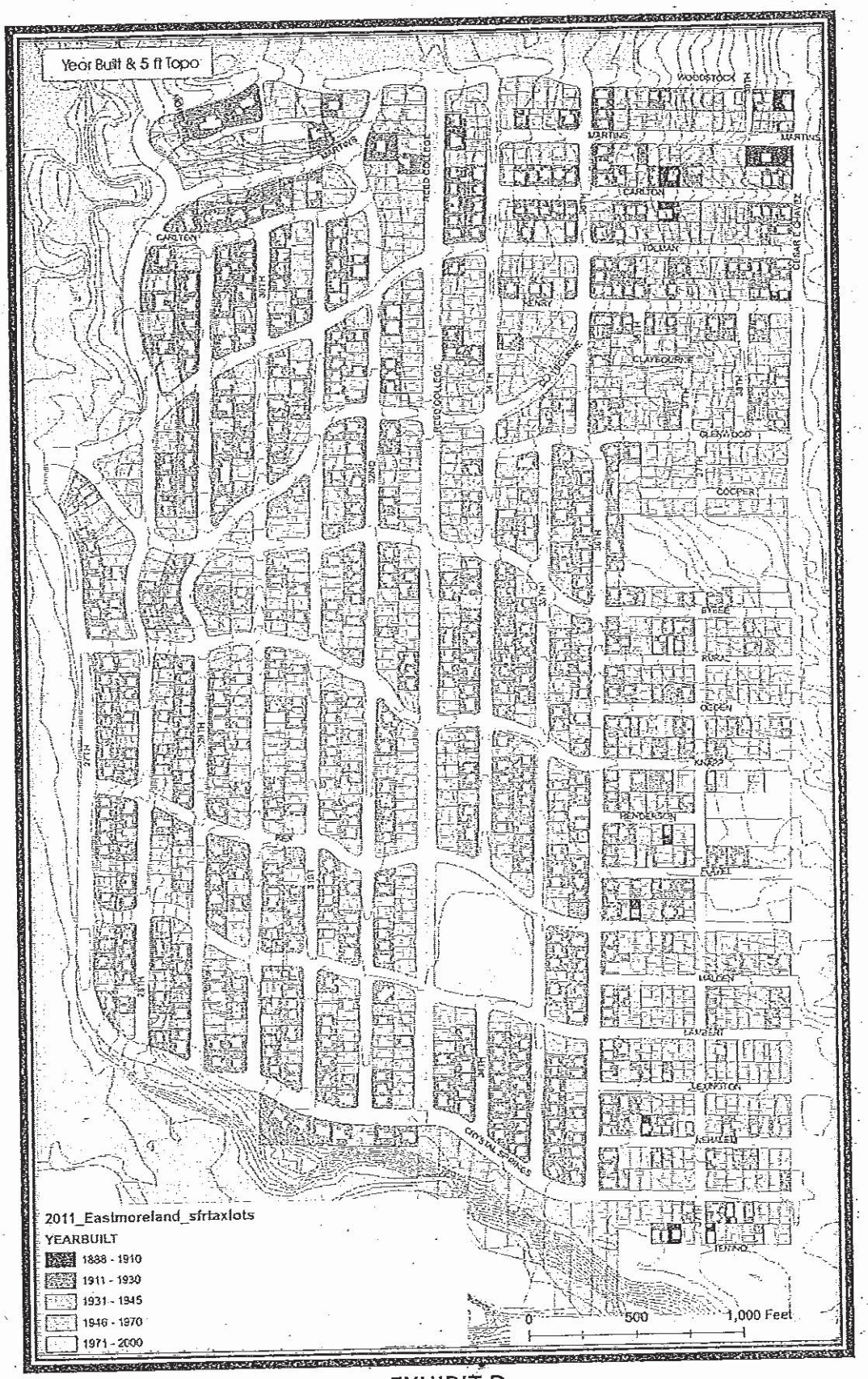


EXHIBIT D

HISTORIC DEVELOPMENT, YEAR BUILT- BDS PERMIT RECORDS – 1888 TO 2011

Ordinance 187832, Vol. 1.3.P, page 9411

1/4 Mile Walking from Bus Stops

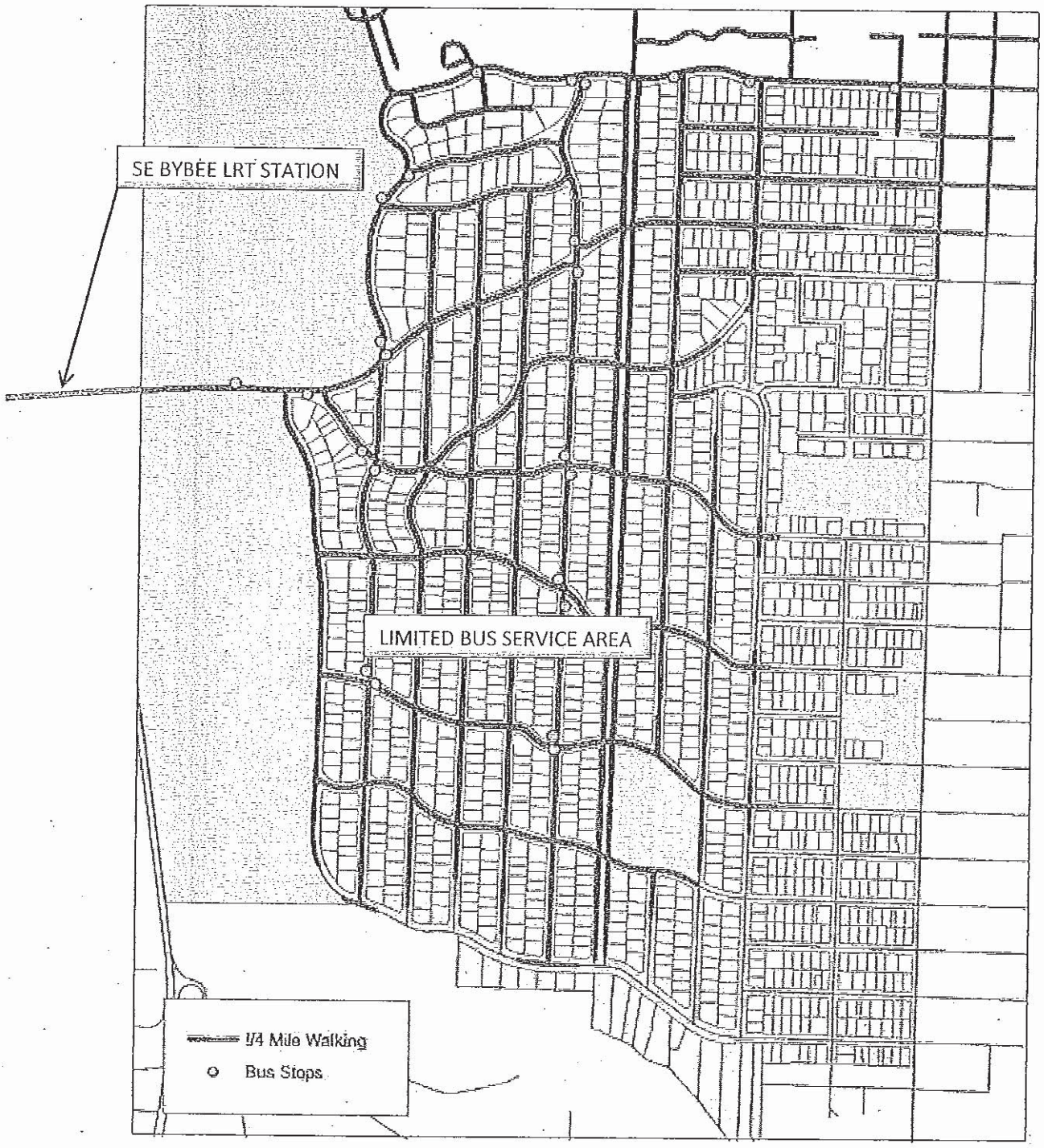


EXHIBIT E
ACCESS TO TRANSIT

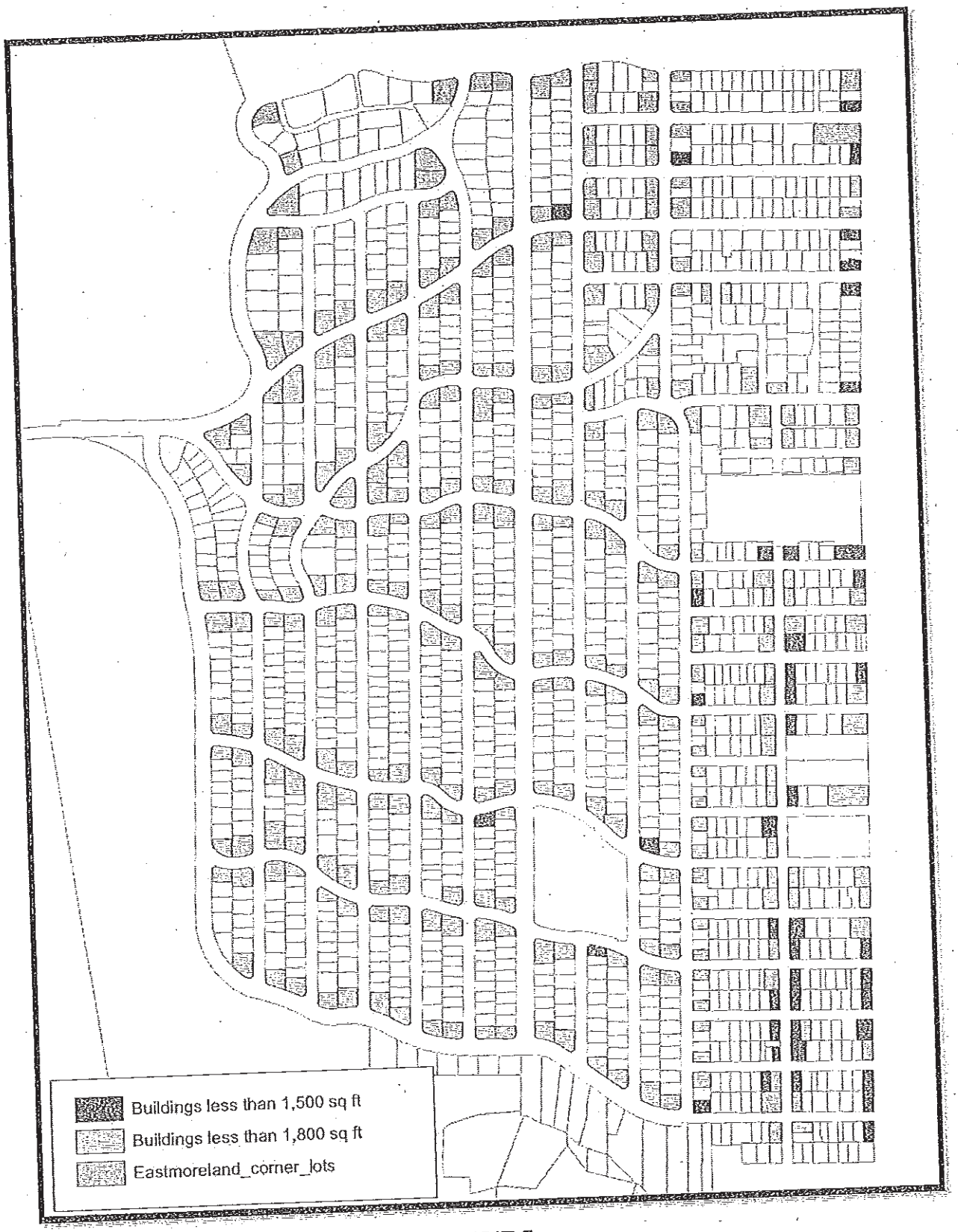


EXHIBIT F

CORNER LOT VULNERABILITY

2/23/2015

Ordinance 187832, Vol. 1.3.P, page 9413

APPENDIX A
Milestones in Portland's Residential Zoning Code
Notes for an upcoming paper, compiled by Meg Merrick, August 2014

- **1924. Portland's first zoning ordinance.** Largely created by real estate interests, a pyramidal system of zoning was established with an exclusive single family residential zone. Broad swaths of land were zoned for apartments and commercial uses. The zones were as follows: Zone I, Single Family; Zone II, Multi-family; Zone III, Business-manufacturing; Zone IV, Unrestricted.

- **July 1, 1945.** According to Lloyd T. Keefe's, 1975; *History of Zoning in Portland, 1918-1959*, it wasn't until July 1, 1945 that any regulation of minimum lot sizes in residential zones were put into place. **A minimum of 5,000 sq ft** was established for one and two-family structures in Zone I and Zone I Special (?). No minimum lot sizes or densities were established for Zone II (apartments). According to Keefe: "In later years, in the early 1950's, when Bridle Mile was annexed to the City, minimum lot sizes in that area were raised to 10,000 sq. ft., and in other annexed areas in the Southwest to 7,000 sq. ft. as residential property owners were adamant against lot sizes as small as 5,000 sq. ft. in the neighborhoods" (Keefe, 1975, p. 10).

- **1959 Zoning Code:** Dealing with uncertainty, density, and corner lot development. Keefe (1975) suggests that the 1924 code left too many situations open to doubt creating, among other things, "poor public relations" and discrepancies that made the code legally vulnerable. In his words:

  Amendments had not kept up with changes in the mode of property development, transportation and the urban way of life. There were too many types of industrial processes, social institutions, entertainment facilities which were not mentioned as being permitted in any zone. These omissions caused difficulties in administration, impeded development, and created poor public relations. There were discrepancies that made the code vulnerable legally. The State enabling act on city planning and the Portland Zoning Code were in conflict, and there was certainly reasonable doubt that the local option procedure was constitutional.

  According to Keefe, "**population density control**" in both single-family and apartment zones were instituted for the first time in a new 1959 zoning code. Four single-family residential zones "reflecting the varying lots sizes in different sections of the City" were created (Keefe, 1975, p.17).

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

It was determined that too much land had been zoned for apartments throughout the city. Large areas that had been zoned for apartments were downzoned in 1959 to reflect the single-family residential character that had developed – a major consequence of the 1959 code.

Other interesting observations, included in Keefe's discussion of the 1959 code, relate to apartments. Commenting on the quality of apartments, he notes that while there were some good examples in the city, they were more often are unsatisfactory:

But for the most part, apartments which are being built are both disappointing and destructive of the single-family environment into which they are intruding. Areas zoned A2.5 and A1 are still basically single-family in appearance with green open space surrounding buildings. Unfortunately, most of the new apartments can only be described as "barracks in asphalt."... These intrusions of a drastically different standard of development and maintenance are destroying the character of the single-family areas in the City and are giving apartments a bad name. (Keefe, 1975, p. 55)

The remedies that Keefe suggests include: minimum site sizes of 10,000 sq ft for the A2.5 zone and 15,000 sq ft for the A1 zone; maximum lot coverage, "The area covered by all buildings, including accessory buildings and space allocated to parking and driveways thereto shall not exceed 40% of the lot area" (Keefe, 1975, p. 56); a recommendation to move parking to the rear of these sites; a density regulation related to the number of bedrooms rather than dwelling unit; and a recommendation that planning staff execute detailed **architectural and site studies of various sized projects to test out the application of his density and coverage proposals:**

The guiding approach of these studies should be to develop design which do not exceed the minimum regulations. This is the attitude that the ordinary developer takes. The minimum standards specified in the Code become the normal of development. Practically no apartment project has been built in Portland since the 1959 Code was enacted which provides fewer dwelling units than is permitted by the Code. (Keefe, 1975, p. 57)

Furthermore, he states:

Despite various dimensional regulations, experience shows that they in themselves are not guarantee of a well-designed nicely appearing apartment.... The experience of our suburban neighbors is the same, and some of them have started the design review process for all apartment buildings. The process is demonstrating improvement in the appearance of buildings. (Keefe, 1975, p. 58)

***Note: All underlining in this document is not in the original and has been added by the author for stress.**

Keefe also contends that there had been a proliferation of A2.5 spot zoning in the single-family zone that needed to be addressed. He suggests that this was happening in areas where the housing was old, some poorly maintained, and where some nonconforming apartments were present. The solution that he proposes is not to consolidate these areas into blocks of A2.5 zoning but to permit the construction of duplexes as a conditional use in R5 zones. The minimum lot size for a duplex, he suggests, should be 7,500 sq ft.

As the condition, the surrounding neighborhood would be notified, detailed plans would be reviewed for appearance and size of units, "in effect, the design review process brought to bear" (Keefe, 1975, p. 58).

- **To 1980**. Historically, several plats at various times and places in the city, were created that had, as their foundational element, the 25' x 100' lot. These nested into predictable block sizes and enabled developers to sell off a system of tax lot sizes with increments of 25' of street frontage (50' x 100,' 75' x 100,' and 100' x 100'). Nearly all houses that were constructed in such subdivisions were built on 50' x 100' lots or larger. Development on these 25' x 100' lots was extremely rare.

- **1980 Comprehensive Plan**. According to BPS staff document "History of Narrow Lot Houses," residential construction on 25' x 100' lots was "technically legal" until 1981 when the new zoning code required a minimum lot size of 5,000 square feet in the R5 zone. This, however, appears to be contrary to Keefe's account that states that a minimum lot size, of 5,000 sq. ft. in the residential zones (not including apartments) was enacted in 1945.

  Nevertheless, minimum lot sizes were established in the residential zones as a result of the 1980 Comprehensive Plan. The minimum lot size in the R5 zone was 5,000 sq ft with 50 feet of street frontage (BPS staff document "History of Narrow Lot Houses").

- **1990 Zoning Code Amendments (Nov. 7, 1990, City Ordinance #163608)**. The documents related to this ordinance indicate that minimum lots sizes that were adopted as a result of the 1980 Comprehensive Plan would stay in place. Therefore, in the R5 zone, the minimum lot size remained 5,000 sq ft, with a minimum lot width of 50 ft and a minimum lot depth of 80 ft. The maximum density in the R5 zone was stated as 8.7 units per acre which is equivalent to one house per 5,007 sq ft.

  The ordinance document includes commentary about both the density requirements and lot sizes in the residential zones. About density:

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

A. *Purpose. Density standards serve several purposes. They match housing density with the availability of public services and with the carrying capacity of the land*. For example, more housing can be allowed on flat areas than on steep, slide-prone lands. At the same time, the density standards promote development opportunities for housing and promote urban densities in less developed areas. The density regulations are a tool to judge equivalent density when comparting standard and nonstandard land divisions (such as PUDs).*

B. *Maximum density. The maximum density allowed in each zone is stated in Table 110-3. The maximum density may be increased if allowed in 33.110.240, Alternative Development Options.*

Table 110-3
Development Standards In Single-Dwelling Zones [1]

Standard	RF	R20	R10	R7	R5	R2.5 detached	R2.5 attached
Maximum Density (See 33.110.205)	0.5 units per acre [2]	2.2 units per acre [2]	4.4 units per acre [2]	6.2 units per acre [2]	8.7 units per acre [2]	8.7 units per acre [2]	17.4 units per acre [2]
Minimum Lot Size - Min. lot area - Min. lot width - Min. lot depth (See 33.110.210)	2 acres 100 ft. 150 ft.	20,000 sq. ft. 80 ft. 120 ft.	10,000 sq. ft. 70 ft. 100 ft.	7,000 sq. ft. 60 ft. 90 ft.	5,000 sq. ft. 50 ft. 80 ft.	5,000 sq. ft. 50 ft. 80 ft.	1,600 sq. ft. [3] 16 ft. 40 ft
Maximum Height (See 33.110.215)	30 ft. [4]	30 ft. [4]	30 ft. [4]	30 ft. [4]	30 ft. [4]	35 ft.	35 ft.
Minimum Setbacks - Front building setback - Side building setback - Rear building setback - Garage entrance setback [6] (See 33.110.220)	20 ft. 10 ft. 10 ft. 20 ft.	20 ft. 10 ft. 10 ft. 20 ft.	20 ft. 10 ft. 10 ft. 20 ft.	10 ft. 5 ft. 5 ft. 20 ft.	10 ft. 5 ft. 5 ft. 20 ft.	10 ft. 5 ft. 5 ft. 20 ft.	10 ft. 5 ft.[5] 5 ft. 20 ft.
Maximum Building Coverage (See 33.110.225)	10% of site area	25% of site area	30% of site area	35% of site area	45% of site area	45% of site area	50% of site area [7]
Required Outdoor Area - Minimum area - Minimum dimension [8] (See 33.110.235)	none none	none none	none none	none none	250 sq.ft. 12 ft. x 12 ft.	250 sq.ft. 12 ft. x 12 ft.	200 sq. ft. 10 ft. x 10 ft.

Notes:
[1] These standards may be superceded by the regulations of an overlay zone or plan district.
[2] Does not include area devoted to streets.
[3] Average lot size for attached unit development must be at least 2,500 sq.ft. per lot.
[4] Also subject to the solar access regulations. In case of conflict, the most restrictive applies:
[5] Applies only to the perimeter of the attached unit development. See 33.110.240 C. for more information.
[6] The walls of the garage structure are subject to the applicable front, side, or rear building setbacks.
[7] Applies to the entire attached housing project. The maximum building coverage for an individual lot is 60%.
[8] The shape of the outdoor area must be such that a square of the stated dimension will fit entirely in the outdoor area.

Section 33.110.240, cited above, (City Archives document Ordinance 163608 BA), Alternative Development Options relate to the following:

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

A. Purpose. The alternative development options allow for variety in development standards while maintaining the overall character of a single-dwelling neighborhood. These options have several public benefits:*

- *The allow for development which is more sensitive to the environment, especially in hilly areas and areas with water features and natural drainageways;*
- *They allow for the preservation of open and natural areas;*
- *They promote better site layout and opportunities for private recreational areas;*
- *They promote opportunities for affordable housing*; and*
- *They promote energy-efficient development.*

This section appears to deal with attached housing. The commentary indicates that the attached housing option in the R20 through R5 zones would be the same as the existing code; the changes pertain to the R2.5 zone. The lot size comments state that for the most part the existing standards would stand but there would be changes to the R2.5 zone.

Where the real change occurred was in section **33.291.020, Substandard Lot Types**. The commentary section of the document first discusses substandard lot types:

The Type A substandard lot dimensions are those from the present code except that the R5 and R2.5 zones do not have to meet the lot dimension requirements. Lots above these sizes are allowed to be developed by right. The new feature is that after July 26, 1979, the lot has to have been legally created in conformance with its zoning at the time. This date is used because Multnomah County uses this date, so it is easy to keep records from this point onward. Lots recorded before the cutoff date will not be checked to see if they were legally created.*

From the facing code page in the document:

33.291.010 Purpose
The substandard residential lot regulations allow infill housing on existing lots which do not meet the minimum lot size requirements of the current zone, while maintaining compatibility with the neighborhood. The regulations are intended to allow for a reasonable use of the land, but not to legitimize parcels which were divided after subdivision and partitioning regulations were established*, and which did not comply with the jurisdiction's regulations.*

It is notable that the language here stresses the compatibility with the neighborhood, talks about "a reasonable use of land," and not intended to legitimize lots that were later

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

subdivided at substandard levels. This language does not suggest a widespread use of the development of substandard lots in the residential zones larger than R2.5.

However, substandard lots in the R5 zone are considered Type A (33.291.030) lots and only need to meet three criteria and no dimensional criteria:

1. *A lot of record as of July 26, 1979, are a lot of record created after July 26, 1979, which complied with the zoning regulations when recorded; and*
2. *Which is currently vacant*; and*
3. *Which does not meet one or more of the dimensional requirements for new lots in the zone;*

"Vacant" lots are not defined in the sense that how they become vacant is not considered. The two issues that are key here are the operative term **"vacant"** and a sense from the apparent intent of the language that planners may not have had good sense of how many lots of record, that predate July 26, 1979, existed in the city or their uneven geographic distribution in relationship to services and transportation.

The commentary that relates to 33.291.030 states the following:

The change to the present regulations is that a lot created illegally after July 26, 1979 may not be developed with a house. If we allow development, we are condoning the illegal land divisions and undermining our code. If someone buys one of these lots and then finds out that it cannot be developed, it is not the responsibility of the City to provide relief. It is the responsibility of the seller to make things right.*

This comment suggests that the development of what were considered substandard lots by the code was not a development type that the City was encouraging – rather it was accepting it as an unusual practice given the predominant historical **practice of development** which was one house per two 25'x100' lots or one house per 5,000 sq ft.

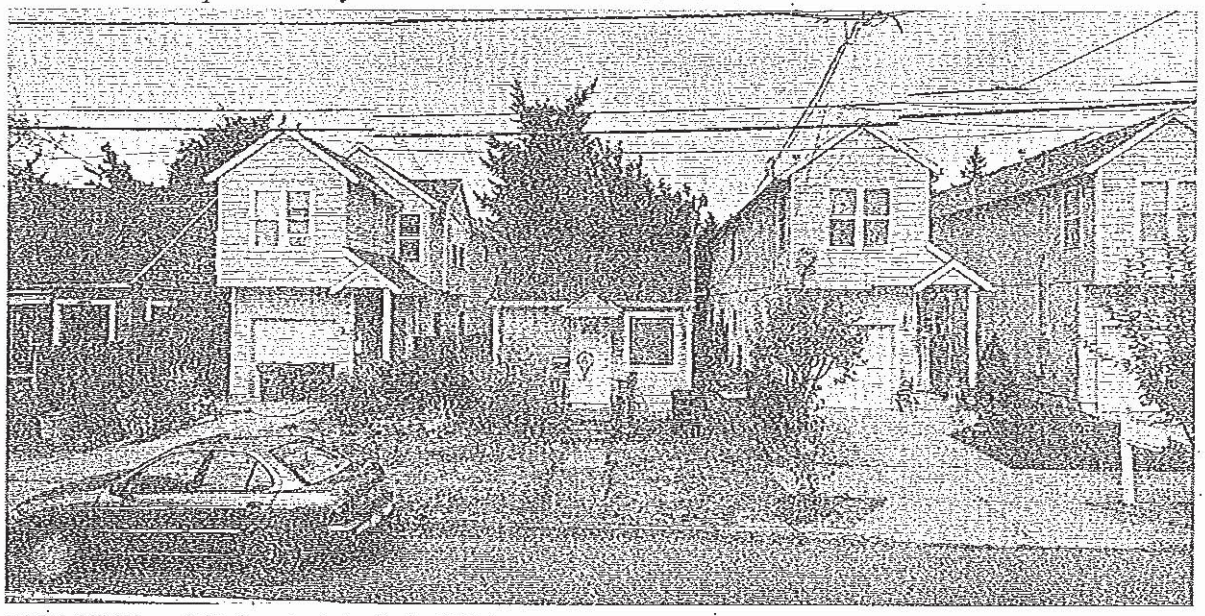
Why the change was made to allow underlying lots of record (created prior to July 26, 1979) to be developed, and the politics behind this change aren't entirely clear. But the article "Portland, Oregon: Living Smart Program" hosted on HUD's website) suggests that developers responded to it by developing single-family houses on these now available "skinny lots" because of a growing demand for housing and the scarcity of land "suitable" for development. It is likely that there was developer pressure involved and an investigation of what interests were represented on the various advisory groups will be important to answering this question.

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

- **1991 Zoning Code.** The 1991 zoning code document that is available on BPS's website has been updated so that the original code language is no longer included; the City Archive has original documents for Ordinance #163608, dated in Nov. 7, 1990. It is likely that the code changes that were contained in Ordinance 3163608, were those that went into effect on Jan. 1, 1991 and are referred to in "History of Narrow Lot Houses."

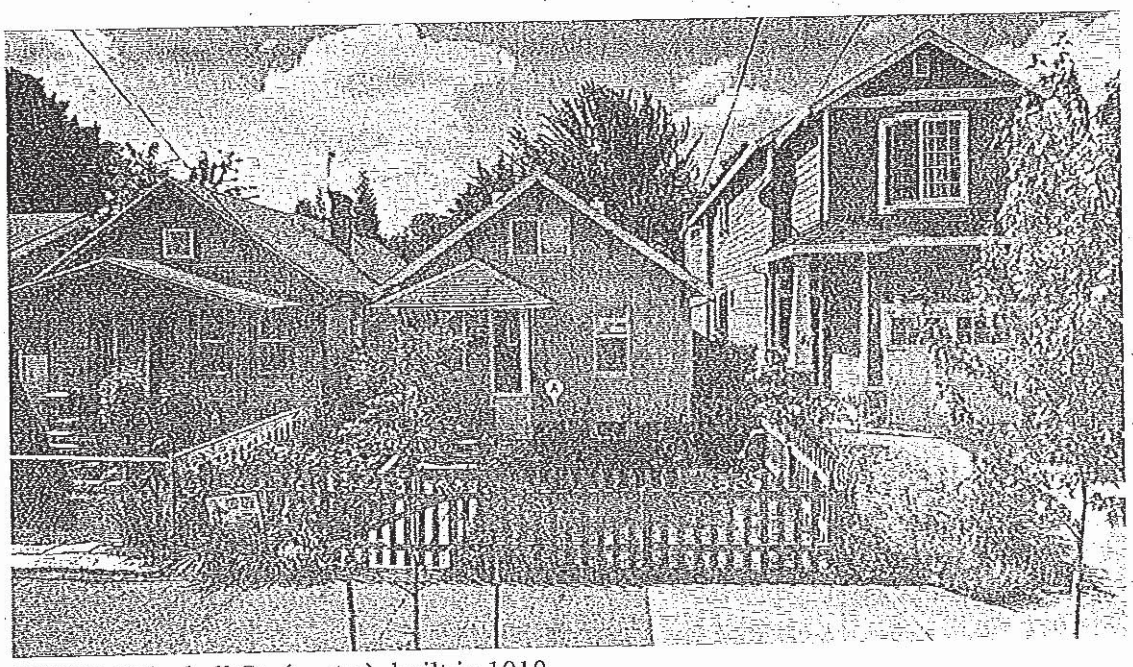
- The result of these code changes was the **demolition of a significant number of single-family houses** that were originally built on these historically 25'x100' platted areas. While the few houses that were built on 25' x 100' lots prior to this period suggest a **one-story tiny house approach** (see examples below), in order to accommodate 1990s' market expectations for square footage and the accommodation of the automobile, the dimensions of these sites dictated building designs ("**skinny houses**") that tended to be dominated by garages, were much taller than the surrounding residences, were closer to the neighboring houses on three sides, and stretched far back into backyard spaces. The resulting houses were overwhelmingly seen by neighborhood residents as completely incompatible and insensitive to the existing neighborhood character.

Historical examples of "tiny houses" built on 25'x100' lots:



5305 SE Flavel St (center), built in 1924.

**Note: All underlining in this document is not in the original and has been added by the author for stress.*



1102 N. Winchell St. (center), built in 1910.

- **2002 Land Division Code.** The 2002 Land Division Code rewrite project document indicates that duplexes are permitted on corner lots in all of the City's residential zones. This type of exception to the established residential zone densities probably came much earlier. Corner lot "spot zoning" is even mentioned as early as 1959. But it is probably also safe to say that most property owners in the R5 and R7 zones had no idea until this period that this was the case. This needs to be looked into further.

- **June 4, 2003**. The Portland Planning Commission delivered a letter (signed by Planning Commission president, Ethan Seltzer) to Mayor Katz and City Commissioners regarding the 2002-03 Regulatory Improvement Workplan: Policy Package 1 (ORD. #177971). This letter is striking in many respects, given its relevance for today, but it also clearly states that the changes that went into effect in 1991, violated the intent of the 1980 Comprehensive Plan, and that the City was running the risk of being in violation of state law. Some quotes:

  "The majority of the elements of Policy Package 1 are, without question, improvements to the Zoning Code. They increase clarity, simplify approaches, and better implement the Comprehensive Plan. There are several items that we received a great deal of testimony on and led to much discussion on our part, that we'd like to focus on in this letter."

  "Lot Validations and Lot Segregations. This is the issue we received the most testimony on, and spent the most time deliberating. After much discussion, our unanimous vote was to

***Note: All underlining in this document is not in the original and has been added by the author for stress.**

recommend significantly reorganizing and simplifying this section of the Code. Our recommendation, if adopted by Council, would replace the 'Validation of Lots' section of the existing code with a new section called 'Where Primary Structures are Allowed'.

We are recommending this change to provide greater consistency in the way we treat lots and sites throughout the City. It will establish the same minimum lot sizes for both existing lots and those being newly created through land divisions. As part of this change, minimum lot sizes will be added for existing lots in the R5 and R2.5 zones. This specific change is needed to bring the Zoning Code into compliance with the City's Comprehensive Plan.

The Comprehensive Plan's High Density Single Dwelling designation, which the R5 zone is intended to implement, is meant to 'continue Portland's most common pattern of development.' The maximum density is generally 8.7 units per acre [this is the equivalent of 5,007 sq ft per dwelling unit]. The existing code, by having no minimum lot size for existing lots in the R5 zone, allows for twice the density (or greater) in areas that the City has determined should be developed at the R5 density, but which have an underlying historic platting pattern that might date from the early 1900s.

Historically, many areas (primarily in North, NE, and SE Portland) were platted with 25 x 100 foot lots. The lots were typically sold in combinations of two, three, or four contiguous lots, and developed with one house per ownership, creating the common pattern of development cited in the Comprehensive Plan. Most of these areas with this underlying platting pattern are currently zoned R5, an appropriate zone given the existing development pattern, the desired character of these neighborhoods, proximity to services, etc. Other areas (both with and without this historic platting), have been zoned R2.5 or higher through legislative planning projects because of their closer proximity to transit and appropriate infrastructure, the existing development pattern, and greater proximity to commercial centers and services. These are areas the City has determined can appropriately accommodate higher density housing.

When the existing regulations were adopted in 1991, no minimum lot size was established for substandard lots in the R5 and R2.5 zones. At the time, allowing such development was expected to have minimal impact on neighborhoods because most sites with underlying 25' x 100' platting were already developed in ways that meet the current code (e.g. one house per 5000 square feet). For the few vacant lots or the occasional side yard that could be segregated, it didn't seem necessary to establish a minimum that could unnecessarily preclude these smaller, existing, stand-alone lots from developing. In 1991, we did not expect that it would be financially viable to demolish an existing house straddling two historic lots in order to build two "skinny houses" in its place. This expectation proved to be correct for most of the 90s. However several areas of the City are now experiencing a "demolition phenomenon" not anticipated in 1991. We have discovered that the Zoning Code, because of changing market forces, no longer is implementing our Comprehensive Plan in the R5 zone.

As you know, the Comprehensive Plan is the City's overarching approach to planning, and the Zoning Code must--by state law--implement the Comprehensive Plan. Our

***Note: All underlining in this document is not in the original and has been added by the author for stress.**

recommendation does just that by re-establishing a minimum lot size of 3,000 square feet for existing lots in the R5 zone. We recommend "grandfathering" in existing lots that already have separate tax accounts, or that are 'in the pipeline' as of the effective date of this regulation.

We have asked staff to provide you with a full presentation on this issue at your hearing. The Planning Commission found that pictures, maps, and animated, real-life illustrations were very useful in helping us understand this complicated issue and the many options that will still be available for development on affected sites.

We also heard significant concerns about the design of houses being built on these narrow lots. Most of the houses built on these lots are only 15 feet wide, which presents significant limitations to the designers; because of these constraints, the houses are often disproportionately tall (although within maximums allowed), and the garage is the dominant street-facing element. The Infill Design Project will address many of these issues, but we are concerned that if we wait until that project is completed, too many opportunities may be lost. Although our recommendation would stop future lot segregations, there are several hundred of these lots that could still be developed.

We asked Planning staff to develop some interim design standards for development on these lots, to be used until the more comprehensive Infill Design Project is completed. Given the design concerns, the limited scope of this project, and limited Planning Bureau resources, we asked staff to use some of the standards that are currently in the Zoning Code, although they may not currently apply to development on these lots. We strongly urge you to adopt these interim design standards; they do not address all of the design concerns, and they do not provide the ideal solutions, but they will suffice until better standards are adopted.

We are concerned about a potential rush of applications for lot segregations and the detrimental effect these will have on the neighborhoods in which they are located, especially if the interim design standards are not implemented soon. The Council should consider applying an emergency clause to the Ordinance to allow for an earlier effective date for the new 'Where Primary Structures are Allowed' section of the Recommended Code. We heard a great deal of urgency in testimony and hope that the Council chooses to quickly address this issue.

We are recommending this change to provide greater consistency in the way we treat lots and sites throughout the City. It will establish the same minimum lot sizes for both existing lots and those being newly created through land divisions. As part of this change, minimum lot sizes will be added for existing lots in the R5 and R2.5 zones. This specific change is needed to bring the Zoning Code into compliance with the City's Comprehensive Plan."

The Planning Commission's recommendation to establish a minimum lot size of 3,000 sq ft in 25'x100' plats essentially would have eliminated the 25'x100' development because the typical 50 x 100 lots with underlying lot lines weren't large enough to create two 3,000 sq ft

Note: All underlining in this document is not in the original and has been added by the author for stress.

lots. This request did not anticipate, however, the ramifications for the potential splitting of lots that are 6,000 sq ft, but less than 10,000 sq ft, that also had underlying lots (which is true in many parts of the city that are zoned R5, such as Eastmoreland). In these cases, the resulting densities would be 3,000 sq ft and not 5,000 sq ft.

- **July 2003**. Demolition and skinny house construction was especially intense in **Roseway** and other northeast neighborhoods. In July, 2003, City Council established some design guidelines for "existing narrow lots" ("History of Narrow Lot Houses").

- **August 2003**. The Planning Commission (responding to neighborhood concerns and based on their own analysis) recommended that the City establish a minimum lot size of 3,000 sq ft (see Seltzer's letter above). The City Council, under the leadership of Commissioner **Randy Leonard**, rejected the recommendation [on a 3 to 2 vote] to establish minimum lot sizes of 3,000 square feet for "existing lots" in the R5 zones ("History of Narrow Houses"). This meant that development of houses on 25'x100' lots in the R5 zone was still permitted.

  This amendment package was then appealed to the Land Use Board of Appeals (LUBA) by several neighborhood groups including the Roseway neighborhood. Note: the "History of Narrow Houses" cites *Policy Package 1* here – *Policy Package 1* was never released to the public and was instead incorporated into other documents in 2002 and 2003.

- **Sept. 2003**. City Council directed the City Attorney to withdraw the appealed amendment package for reconsideration. [LUBA records indicate the appeal but no decision appears to have been rendered. This must have been a result of the City withdrawing the amendment.] Instead, it passed a resolution that directed the Bureau of Planning to develop a compromise proposal that would prevent the demolition of houses, "to promote affordable housing, ensure design compatibility, and allow detached houses on small lots in multi-family zones" ("History of Narrow Lot Houses").

- **Oct. 2003**. Quote from the Roseway Neighborhood Association Newsletter:

  Just like the stock market, the lot segregation issue has had many ups and downs. Last winter, Roseway residents noticed our R5 zoned lots being split into two (or more) 25 x 100 lots and then developed with tall skinny houses. Residents went to the Planning Commission and they unanimously recommended that City Council re-establish a minimum lot size in the R5 zones. City Council rejected the Planning Commission's proposal by a 3 to 2 vote. The demolition of viable larger homes and splitting of lots continued.

  Roseway residents learned they were not alone in this dilemma. Understanding that a city wide group had more strength and credibility, the group Friends of Neighborhood Zoning

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

(FONZ) was born. Complete with its own web site, this city wide group continued the fight. Three neighborhood associations and a few individuals appealed City Council's decision to the Land Use Board of Appeals (LUBA). This act communicated to City Council that this issue was not going away! - by Tracy Ballew, RNA Board Member

- **Nov. 2003.** Regulations were adopted that acted to "deter" the demolition of houses on "platted narrow lots" by establishing minimum lot sizes for development on existing lots, including a 3,000 square foot minimum in the R5 zone (*Policy Package 1B*). ("History of Narrow Lot Houses")

- **Dec. 2003.** An exception to the minimum lot size was established that waived the minimum lot size standard (of 3,000 square feet) to allow for development on existing "vacant" lots. "Vacant" is defined as "not had a dwelling on it since Sept. 10, 2003, or for at least five years" ("History of Narrow Lot Houses").

- **2004**: "Living Smart: Big Ideas for Small Lots" design competition was held with international participation.

- **2006.** Ordinance 179994: "Living Smart: Big ideas for small lots" Code Amendments. Some notable quotes from the Code Amendments document:

  "In the last ten years, the City of Portland has witnessed tremendous growth in the popularity of affordable houses built on small infill lots. In a number of neighborhoods, where development has typically occurred on 5,000 square foot lots, the underlying history of plat and zoning regulations have allowed infill development on 25-foot-wide by 100-foot-deep parcels. These narrow houses have become important in meeting the City's need for "entry-level" or "starter" houses."**

  "In 2003, after careful consideration of public concerns about design and density,* and the need and market demand* for these houses, City Council decided to continue allowing narrow lot, infill development, while restricting development to currently vacant lots.*"*

  "To help address the concerns about the design of these narrow houses, Commissioner Randy Leonard directed the Bureaus of Development Services to initiate a design competition ..."

  "There were two goals for this competition... One was to create an idea book... The second and more important goal was to help shape development in Portland."*

***Note: All underlining in this document is not in the original and has been added by the author for stress.**

"Wildly creative designs were tempered by the need to produce realistically buildable designs that would be appropriate for Portland neighborhoods. In order to balance these two needs, five submission categories were created with varying height, access, and setback requirements; garages were not always required."*

Additionally, the Living Smart ordinance includes comments on how it enhances state, regional, and City goals. Metro's Regional Growth Management Function Plan, Title 7 which "ensures opportunities for affordable housing at all income levels" and "calls for a choice in housing types," the ordinance states that its amendments are consistent with the title because "they facilitate the development of architecturally-designed houses on narrow lots" (p. 65).

In terms of Portland's own Comprehensive Plan goals, under "Urban Development" the document contends that the amendments support the policy "because they reduce regulatory barriers* to permit-ready house designs on narrow lots and provide opportunities for well-designed houses* that contribute to the diversity of character of Portland's established residential neighborhoods"* (p. 65).

Under Policy 2.9, Residential Neighborhoods, the ordinance states that the amendments support this policy by "facilitating the development of well-designed houses that contribute to the character of neighborhoods"* (p. 65).

Under Policy 2.19, Infill and Redevelopment, the ordinance states that the amendments support the policy "by reducing regulatory barriers to development of permit-ready houses on small infill sites and by facilitating a greater diversity of housing design"* (p. 65).

- **2007.** Land Division Code Monitoring, Planning Commission Briefing Report, Observations after Five Years of Implementing the 2002 Land Division Code. This report indicated that most of the land divisions and partitions were occurring in the R5 zone and that the largest number of these were in the 2-3 lot category. Furthermore, while 35% of these were between 4,001 and 5,000 sq ft in size, about the same percentage were to create lots that were less than 4,000 sq ft. The report also identified a number of narrow house design issues. Some quotes from the report:

  "Most land divisions are occurring in single dwelling zones, with activity particularly concentrated in the R5 zone. The most common kind of land division is a two-lot partition in the R5 zone."

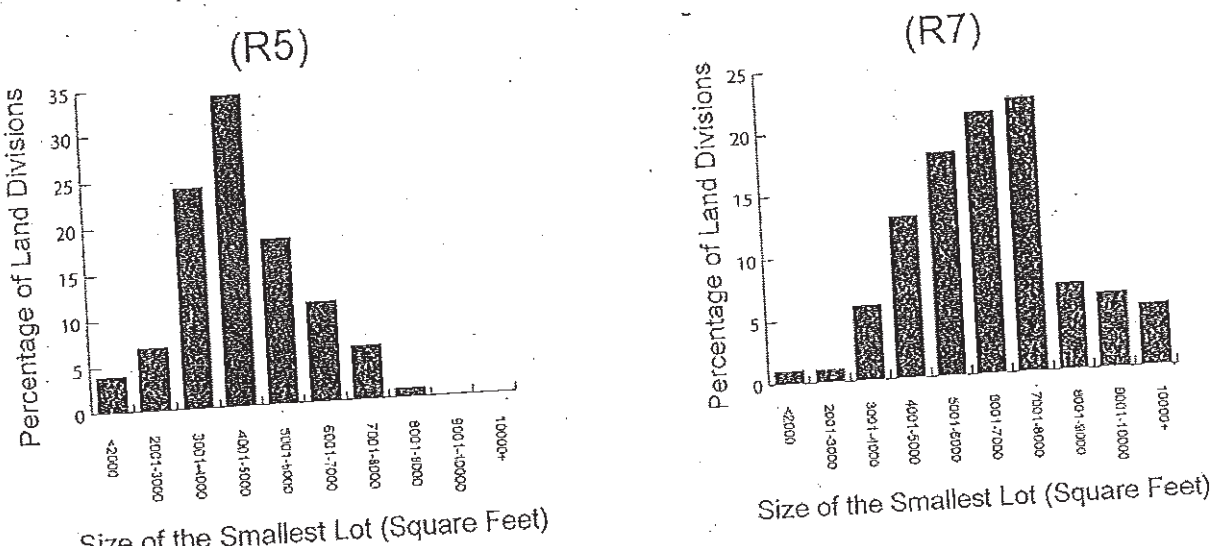
  [Note: Pie chart indicates that between July 2002 and Dec. 2006, 75% of the lot divisions occurred in the Residential Single Dwelling zones].

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

[Note: Figure 10 indicates a total of 386 land divisions occurred in the R5 zone during this period, 81 were subdivisions, and 305 were partitions.]

[Note: Figure 12 indicates that by far the largest number of lots proposed per land division were in the 2-3 lot category (689). The next largest number was 176 in the 4-10 lot category.]

Figure 16 - How Small was the Smallest Lot?



Narrow Lot Design Issues: *"Issue: Narrow lot regulations need refinement in the single dwelling zones." This report identified a number of loopholes that developers were using in skinny house development that particularly pertained to the sizes of garages.*

Solar Access issues. "Issue: Solar access regulations are not having meaningful impact."

Rear Yards. "Issue: Minimum setback standards for rear yards (as little as five feet) are inadequate."

- **2008?** "Portland, Oregon: Living Smart Program" assessment, (http://www.huduser.org/portal/casestudies/study_101711_1.html) This appears to be primarily a promotional piece for the narrow house experience in Portland. However the article points out that the "living smart" designs that had been built, were not affordable.

  Under "Opportunities for the Future," *"The resulting demand for housing will escalate developmental pressures on existing infill lots. With the Living Smart Program, the city is poised to promote residential infill development well into the future. Adding design prototypes to the program that are more affordable* [note: "Living Smart" designs, according to this article sold [between 2006 and 2008?] for between $290,000 and $400,000 – hardly

***Note: All underlining in this document is not in the original and has been added by the author for stress.**

affordable during that period] *to build will boost the city's goal of developing more small houses to meet the need for entry-level housing."*

- **July 2008. "Lot Confirmation/Property Line Adjustment Taskforce** Draft White Paper."

- **2011**. Lot splitting on historic lots of record for **monster houses** begins in earnest. As Portland emerges out of the recession, and as central eastside neighborhoods are seen as highly desirable places to live, development pressure in these areas increased dramatically. For the first time, there began to be significant suburban single-family housing developer presence in these neighborhoods. This is not just because of the increased interest among home buyers in these neighborhoods but also because the zoning code incentivizes lot splitting where historical lots of record (established prior to 1979) occur with lower fees. Developers have stated that this is the case and that it is less expensive and more profitable to develop in established Portland neighborhoods (especially when they can employ substandard lots of record) than greenfield development.

  Demolitions of smaller, more affordable houses have also been encouraged by a demolition definition that interprets the removal an entire structures (so long as basements and a small piece of a wall remain) as renovations where fees are much lower than for "demolitions" and "new" construction.

  The notion of substandard lot development as an affordable housing strategy is challenged by the recent development on these lots. Furthermore, lot splitting appears to have dramatically increased the value of land – further reducing housing affordability.

  Some examples:

  In Eastmoreland, 6745 SE 36th, was purchased by Portland Development Company to split the 7,200 sq ft lot and build two mega houses. This was a case (that is typical in Eastmoreland) where an underlying lots of record split the tax lot into two areas larger than 25'x100' but smaller than 50'x100.' Neighbors learned for the first time that smaller than 50'x100' lots could be created in the R5 zone. Under pressure from neighboring property owners (who threatened to blanket the neighborhood with negative signs about the developer and mentioned that a US Senator lived next door), the builder agreed to build one very large house instead. He claimed he would lose money. Having paid $535,000 for the 7,200 sq ft lot (and original house), the developer sold the over 5,000 sq ft house, in 2012, for $952,500.

  That same year, the Portland Development Company purchased 3723 SE Malden St (a modest, single-story house on the 7,500 sq ft lot) for $286,700. This site is located in the Berkeley Addition which was platted with 25'x100' lots. Portland Development Company tore down the house and created two lots, instead of three, which allowed the developer to bypass with the City's demolition prohibition for lots of 25'x100'. These two lots, however, (one is 3,900 sq ft and the other is 3,600 sq ft) were completely out of keeping with the other lots on the street which are either 50'x100' or 75'x100,'and is characterized by one-story ranch-style houses.

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

Unlike the skinny houses that had been developed on some lots in the Berkeley Addition (especially before 2003), Portland Development Company built two large and exceedingly tall houses on these sites. The house on 3723 SE Malden (the 3,900 sq ft lot) is 2,786 sq ft, not including an 840 sq ft unfinished attic, an above grade 906 sq ft unfinished basement, and built-in 494 sq ft garage. This house sold, in 2013, for $540,000. The house at 3731 SE Malden is 2,703 sq ft, not including an above grade 962 sq ft basement and a built-in 468 sq ft garage. It also sold in 2013 for $540,000. The two properties together brought $1,080,000.

The Multnomah County assessed value for the 7,500 sq ft lot (land only) in 2011 was $129,000. The assessed value for the 3,900 sq ft lot (land only) at 3723 SE Malden in 2013 was $169,500; and the assessed value for the 3,600 sq ft lot (land only) at 3731 SE Malden in 2013 was the same, $169,500. The total assessed value for the two lots in 2013 (land only) was $339,000.

- **2012.** On the same street, Renaissance Homes bought another 75'x100' lot at 3659 SE Malden for $347,000. Renaissance did a similar 3,900 sq ft and 3,600 sq ft lot split to built two houses (one 2,743 sq ft house which sold for $559,900 in 2013, and another 2,565 sq ft house that sold in 2013 for $572,130) for a total sale price of $1,132,030.

  The assessed value for the original 7,500 sq ft lot (land only) in 2011 was $129,500. The assessed value in 2013 for the 3,900 sq ft lot (land only) at 3659 SE Malden was $134,500. And the assessed value in 2013 for the 3,600 sq ft lot (land only) at 3647 SE Malden was $134,810, for a total assessed value of $269,310.

  It is clear that in spite of the arguments that narrow lot development will bring affordable housing to the market, not only are affordable units being demolished but the current development activity is actually raising the price of land perhaps much faster than would be the case if the lots hadn't been subdivided in the first place.

**Note: All underlining in this document is not in the original and has been added by the author for stress.*

Arevalo, Nora

From: Michelle Kimble <mjkimble44@gmail.com>
Sent: Monday, November 16, 2015 3:31 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Portland City Council:

It has come to my attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, which is a neighborhood in transition, this goal raises concerns for those who live and work here. I would prefer that the status remain "major"; it would be even better if it were reduced.

My reasons for recommending that the freight status be reduced are outlined in the following points:

1. Sandy Boulevard is already very busy, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.

2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly center.

Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.

3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While I recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents Freight status in Parkrose have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

I urge you to consider this request. Reducing the freight traffic on Sandy Boulevard in Parkrose is an important step towards accomplishing our mutual vision of making this street one of the vibrant "main streets" in Portland.

Sincerely,
Michelle Kimble
10916 NE Prescott Street

Ordinance 187832, Vol. 1.3.P, page 9430

Portland, OR 97220

Return the "Multnomah Finger" to Designation "High-Density Multi-Dwelling (RH)"

I apologize for making this late comment on the 2035 Comprehensive Plan (CP). I focused on the plan only this past September when I found that our Sullivan's Gulch neighborhood association had not and would not submit any comments, pro or con, to the Portland Bureau of Planning and Sustainability (BPS). From our bylaws and ONI guidance, it seemed like this was the role and duty of the neighborhood association. I was then amazed when I looked at our quadrant plan and saw that our Chairman of Land Use and Planning Committee had met privately with the one affected land owner and BPS staff, apparently in pursuit of a land approval which would benefit only this land owner. What is going on? So I decided to look into the planning process over the past several years and comment myself.

Sullivan's gulch itself goes back 10,000 years to the Missoula floods, which eddied around the volcanic plug of Rocky Butte and washed a channel west to the Willamette River. It was chosen as a railway route early in East Portland's history. The north side of the gulch was composed of sandy soils, but outside the gulch proper, was level and suitable for housing. With bridges across the Willamette River, these flat areas had early Portland great homes. The views from this north bank area were superb. See Figure 1 which shows the style of houses there. When Ralph Lloyd bought up many acres of a declining neighborhood, he had visions of a grand hotel with a business district and sophisticated neighborhood surrounding it.

In the 1990's, city planners conceived the idea of a 'ring road' defining the commercialized area of Lloyd Center, this being what is now 16th/15th Ave. See Figure 2. In 1993, a residence motel was proposed on the south side of Multnomah Blvd, east of 16th Ave. The approval for the Marriott Residence Inn, outside the commercialized area of Lloyd Center, was approved with a widened street, landscaping, with a 'courtyard' at the corner of NE 16th Ave and a pedestrian easement along the bluff from NE 16th to NE 21st. See Figure 2.

So now comes the 2035 Comprehensive Plan (CP). The **MULTNOMAH FINGER** was 'studied' as part of the N/NE Quadrant Plan (N/NEQP) in

October, 2012. The quadrant plan was originally limited to areas west of NE 16th/15th Ave, but this additional area extended east. The Multnomah Finger (Figure 3) is that property between Multnomah Blvd on the north, I-84 on the south, NE 21st Ave on the east and NE 15th/16th on the west. The record of discussions regarding this property shows three distinct consultations with the single property owner of lots at NE 21st/Multnomah and city planners. See the N/NEQP plan at pages 138 and 139. No one else in the city stood to gain from including this Multnomah Finger in the N/NEQP, which at the time was zoned RH, high density residential. The N/NEQP called this property the 'North Banfield Portal' and noted "stakeholders are interested in seeing redevelopment in the area with a mix of uses", thereby justifying its inclusion. The N/NEQP proposed designating this area a 'Mixed Use - Urban Center' with zoning as the highest possible urban use, CXd.

The definition of the designation "Mixed Use - Urban Center" states that it is intended for areas that are close to the central city where urban public services are available, including access to high-capacity transit and very frequent bus service or streetcar service. See the definition on page GP10-7 of the draft CP. This designation supposedly is the **long term** development assignment for the property as distinct from zoning which is a shorter term rule of use. The designation allows a broad range of commercial and employment uses, public services and a wide range of housing options. Areas within this designation are generally mixed-use and very urban in character. Development will be pedestrian-oriented with a strong emphasis on design and street level activity and will range from low- to mid-rise in scale. The range of zones associated with this designation are intended to allow for more intense development in core areas of centers and corridors and near transit stations, while providing transitions to adjacent residential areas. The corresponding allowable zones range upward from Residential to CM1, CM2, and to the highest possible zones outside the Central City, CM3 and CE. See Figure 10-1 of the CP at page GP10-11 which shows corresponding and allowed zones for each land use designation. **The CP land designation is important**, as it sets the outer limit for proposals to further develop a site for the next 20 years. After some online research I found that the concept of 'spot zoning' is not applicable to a parcel which falls within the upper limit of the CP designation; only when a parcel falls beyond the CP land designation and is different from surrounding properties for the benefit of the owner of such parcel and detriment to other land owners does 'spot zoning' apply.

The Multnomah Finger does NOT meet the definition of 'Mixed Use - Urban Center'. 1. It does NOT have urban public services (there are narrowed streets and sidewalks compared to the Lloyd District to the west, but no other services, such as open space, public art, separated bicycle access, etc.), 2. The Multnomah Finger does NOT include access to MAX or "very frequent bus service" (defined 15 minute headways) -- these transit services being 5 to 20 blocks away, 3. The Multnomah Finger is NOT very urban character (bounded on two sides by residential neighborhoods, a third side by I-84), 4. The Multnomah Finger does NOT need commercial space, this being available on Broadway to the north or Kerns District to the south, 5. The Multnomah Finger is NOT in any city 'Corridor' or 'Center' planning area and 6. The Multnomah Finger is adjacent to a valued habitat corridor. The urban character of development ends at NE 16th Ave, with the low rise Marriott Residence Inn serving as a transition to nearby residential areas. Multnomah Blvd (narrowed beyond NE 17th Ave) is categorized as a local service street street, with NE 21st (again, narrowed north of Multnomah) as a neighborhood collector street, and neither could be characterized as 'urban'. Nowhere has there been a request for 'Mixed Use - Urban Center' CP designation for the Multnomah Finger.

The Neighborhood Plan shows intent for the area to be high density residential. This plan (adopted July 1987 by Ordinance 159897, see page GP1-12 of the CP), under Policy 6 includes statements such as 'encourage changes ... which will not significantly increase traffic on NE Multnomah', 'encourage redevelopment on NE 21st, south of NE Multnomah, which can provide gulch access to the east or west', and 'establish pedestrian access through the gulch to connect with the path provided behind the Lloyd Cinemas' (i.e. NE 16th Drive). To its west, the plan (Policy 2) directs planners to "Provide an improved transition between Lloyd Center and the neighborhood and encourage development of high density housing which provides a smooth transition to the lower density of the neighborhood core", again defining the boundary for the 'core' as beginning at NE 16th Ave. The Introduction to the plan notes that "The neighborhood worked hard during the Comprehensive Plan process to support the existing mix of residential development by having much of the area rezoned to lower densities."

So the "Recommended Draft, 2035 Comprehensive Plan", which was later

issued in August 2015 **deleted** the Multnomah Finger from the N/NEQP plan (ie. Lloyd Center). **But the CP designation for the Multnomah Finger as a Mixed Use - Urban Center remained.** Allowable zoning ranged up to the highest level of CM3. In early October 2015, when the Mixed Use Zones Project was made available, it **kept** the 'Mixed Use - Urban Center' land use designation and slightly changed the proposed zoning for the Multnomah Finger to a combination of RHc, RH and CM3 (Commercial Mixed Use 3). With this in place, for the next 20 years, we would be under the cloud of the higher designations CM1, CM2, and CM3 throughout the Multnomah Finger, striving to keep the neighborhood residential.

In September, a 'land use review' application was filed with the city for the eastern part of the Multnomah Finger. It proposed a consolidation of six lots and realignment into two lots, defined along north-south lines. Each of the proposed lots would include some of the currently RH zoned land and a bit of the proposed CM3 zoned land. When such situation exists, it appears that Title 33.700.E .3 of the City Code governing conflicting city requirements may apply and the mapped allowable zone predominates over words of the zoning text. Thus, the area would be allowed to develop according to much higher CM3 terms.

I have no quarrel over RH housing in the area. I believe the Comprehensive Plan should be changed to designate the entire Multnomah Finger as, High-Density Multi Dwelling with zoning RH. This is the long term intended development of the area. The three parcels, a) currently zoned small Office Commercial 2 (CO2), b) the Marriott Residence Inn and c) the currently zoned parcel east of NE 21st could remain as non-conforming uses.

Arevalo, Nora

From: Catherine Dee <cathdee@msn.com>
Sent: Monday, November 16, 2015 8:36 AM
To: BPS Comprehensive Plan Testimony
Subject: Division Design Initiative

Follow Up Flag: Follow up
Flag Status: Completed

I would like to endorse the Division Design Initiatives top 10 proposals.

Catherine Dee
3112 SE 35th ave
Portland or 97202

I have lived in this neighborhood for 30 yrs

Moore-Love, Karla

From: Grant Williams <grant@travelershouse.org>
Sent: Monday, November 16, 2015 11:47 PM
To: Moore-Love, Karla; Council Clerk – Testimony
Subject: Comprehensive Plan - November 19th Communications

Dear Country Clerk,

I (Grant Williams) wish to be considered in the comprehensive plan agenda testimony for two properties to be re-zoned from R2.5a to the new CM2 zone during the November 19th city council proceedings.

I have notified and provided supporting documents for this change to the Northeast district liaison Nan Stark.

Please let me know if you need any additional information for consideration.

Warmest regards,

--

Grant Williams
503-505-1407

650 N Alberta
Portland, OR 97217

Ethan Knight
710 N Alberta
Portland, OR 97217

Moore-Love, Karla

From: Vivian Coles <colesvivian@gmail.com>
Sent: Monday, November 16, 2015 3:49 PM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony
Subject: 2035 Comprehensive Plan and Multnomah Village

To whom it may concern:

I am a business person in Multnomah Village having a psychotherapy practice there for over 5 years, additionally I have been a 12 year resident of Multnomah Village and currently a 10 year resident of Garden Home. I am very concerned about the BPS proposed changes in zoning to Multnomah Village and the plan for intense development in the Village. Our neighborhood Association has been requesting that the Village it be designated as a Neighborhood Corridor instead of a Neighborhood Center as proposed in the 2035 Comprehensive Plan. Our citizens value the small town feel of the Village and I feel we lose a tremendous treasure if it were to be zoned as Commercial Mixed-Use Zone 2. It would totally change the character of the Village that so many regard as a family oriented community. I work with children and families in my work as a therapist and they appreciate being able to walk into the Village to visit the many friendly and family oriented shops. We are already seeing such increased development in our residential areas, I am totally against any further development in the Village.

Thank you for reading this and working with our community.

Vivian Coles
8621 SW 57th Ave.
Portland, Or. 97219

And
Vivian Coles, LPC
7929 SW 37th Ave., Ste. C
Portland, Or. 97219

Moore-Love, Karla

From: gyostpdx@aol.com
Sent: Monday, November 16, 2015 3:22 PM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony
Subject: 2035 comprehensive plan

If your plan goes ahead it will totally destroy the "village" atmosphere of Mult. Village. Some how the uniqueness of this area is missed by the entire council. Your plan is not progress when it destroys a successful existing community and surrounding areas. The Portland area has other places to construct these mid-high rises, areas with no interference of a community and neighborhoods like in the Mult. Village area. If this area was run down and needing your planned development you would not be receiving such an out cry from the public. If this area needed more housing with limited parking it would be obvious and supported. It does not and it is not supported. The people who live here and close by do not see that type of housing and business development as a plus. This current plan, in the end if continued, will be the end of a very unique community. It will in the end be just another massive housing and basic commercial area. Personalliy lacking, unique draw stopped, it will not develop and grow naturally, uniquely and independently. Please consider the jem that is Mult. Village and do not continue on this path.

Gretchen Yost

Sent from my Verizon Wireless 4G LTE Tablet

Ordinance 187832, Vol. 1.3.P, page 9439

November 16th, 2015

To Whom It May Concern,

As a longtime Humboldt community member, lifelong Portlander and local small business owner I am pleased to offer my support for the proposed for re-zoning of properties located at 710 N. Alberta and 650 N. Alberta and to endorse the nature and character of the business in question. The Traveler's House provides an opportunity for people from around the globe to experience the unique qualities of our North Portland neighborhood, our city and our greater region. The Traveler's House has been an outstanding addition to our neighborhood and has enriched our diverse and growing small business community. In my experience the business is operated with the utmost professionalism and respect for its neighbors and I would be delighted to see it get the opportunity to continue to grow in its mission.

Sincerely,

Nicolas Cassian O'Neill
Owner
Cherry Sprout Produce
722 N. Sumner St.
Portland, OR 97217

Dear Humboldt business owner,

Please read the the following information,

I am requesting the City of Portland to review and re-designate the current zoning of two properties which are currently zoned R2.5a to CM2 zone. The properties are located at 710 N Alberta and at 650 N. Alberta, Portland OR 97217 and house my small business. I am committed to preserving and utilizing the existing buildings for my business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. The property at 710 N Alberta was approved for my business conditional use on April 24, 2014.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area. It is also our hope that this zoning change will strengthen the fabric of all local businesses in our neighborhood.

The R2.5a current zone code limits my small business to capital, because the current zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings.

Please complete the following if you are in support of this zoning change.

Printed owner name: Nicolas C. O'Neill

Business: Cherry Sprout Produce

Signature: [signature]

Address: 722 N. Sumner St Portland OR 97217

Comments: Please see attached comments

November 16, 2015

City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Attn: Marty Stockton
City Planner – Southeast District Liaison

RE: **Comprehensive Plan Testimony**
Proposed 'R2.5' Zoning Change to 1226 SE Cora St; Brooklyn Station Area

Dear Ms. Stockton,

I am the property owner of 1226 SE Cora St. which has a proposed zoning reclassification to 'R2.5' as part of the Brooklyn Station Area. The property is currently zoned 'R1.' While I am very supportive of the general rezoning proposed in the Brooklyn Station Areas' Draft Comp Plan/Zoning Proposal, I feel that the proposed rezoning of my property does not adequately consider the existing land use surrounding my property and will adversely affect the future use of my property if not addressed prior to approval of the current Recommended Draft Comp Plan. As such, rezoning my property to 'CN1' would provide better flexibility for my property to respond to both the existing and potential future land use surrounding my property, provide a better zoning transition into the residential neighborhood, and better meet the goals stated in the Brooklyn Station Area.

Property Summary:

- Address: 1226 SE Cora; State ID #: 1S1E11CD 11200
- Property Within: Brooklyn Stations Area Project (Holgate Station Study Area)
- Current Zoning: 'R1'
- Lot Area: 5000 Sq. Ft.
- Current Land Use Surrounding Property:
  - West: Multi-Family Residential (4 unit)
  - East: Commercial/Light Industrial
  - North: Multi-Family Residential (2-3 units) – directly across street
  - Northeast: Commercial/Light Industrial – across street
  - South: Single Family Residential

Property Context & Reasoning:

My property consists of a single family home that sits between an existing commercial/light industrial property to the east (towards Milwaukie Ave) and a 4-unit 'R-1' multi-family building to the west (towards the neighborhood core). The proposed rezoning will change the east property to 'CN1', with my property and the multi-family property to the west changing to 'R2.5.' Given the conditions of the

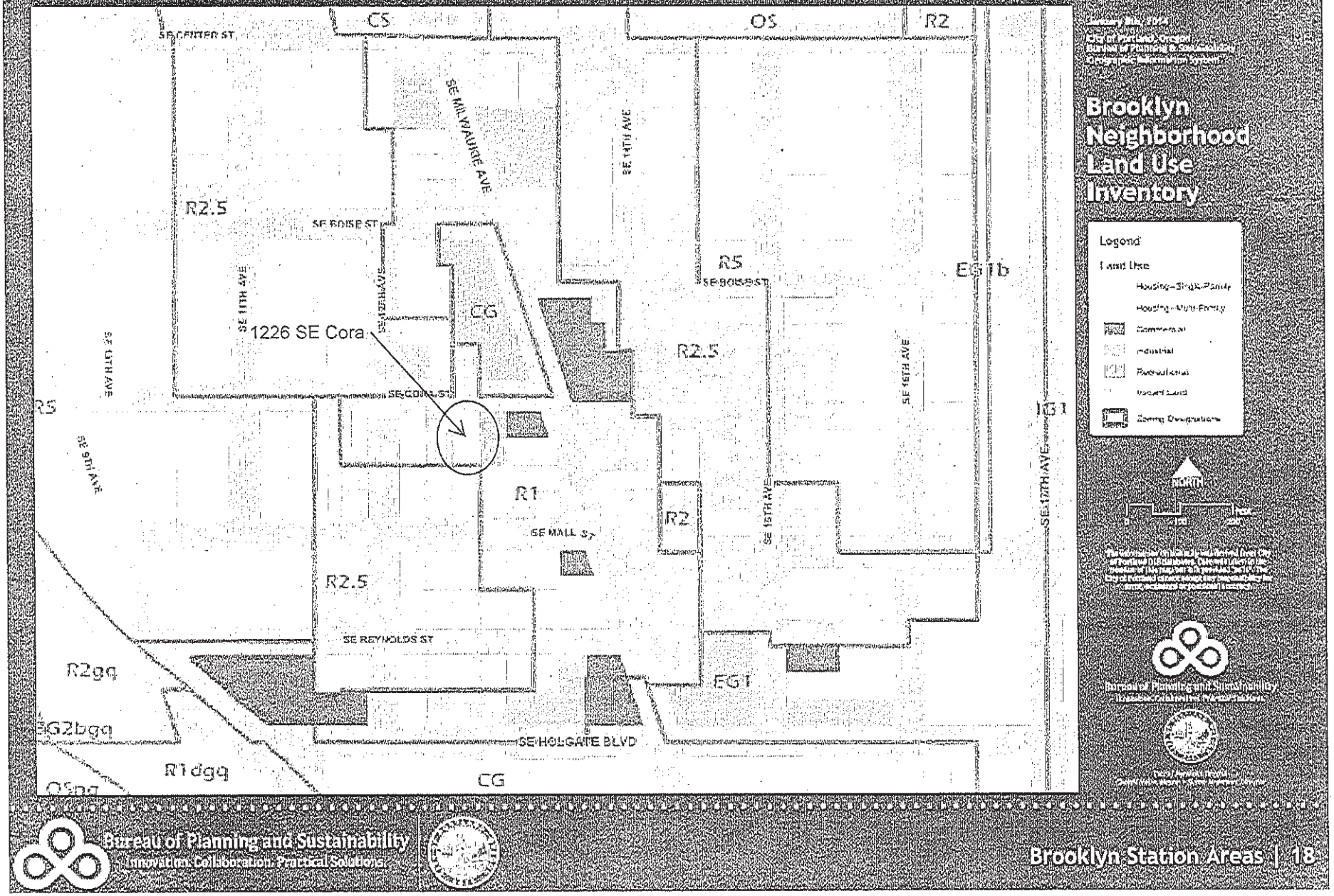
collective buildings and their locations, there is a very strong possibility that the properties to the east will be developed to the 'CN1' standard, with the property to the west remaining as an existing nonconforming 'R1' building. This leaves my property to either remain as a single family home or develop to the 'R2.5' standard, which will be a lower density than on either side of my property. I feel this will reduce the potential use of my property and does not provide a respectful transition into the neighborhood or reduced conflict between residential and commercial/industrial uses, two goals the Brooklyn Station Area aims to accomplish. While either the 'R2.5' or 'CN1' will allow my existing single family house to remain in conformance, the 'CN1' designation would perpetuate greater opportunity to meet these mentioned goals while also achieving the stated goals of increasing zoning flexibility and optimizing development opportunities. The change in zoning designation to 'CN1' for my property would also be in accordance with the proposed building height, use, and density for this portion of our neighborhood.

I understand that the proposed rezoning within the Brooklyn Station Areas will provide a much-needed catalyst that will allow our neighborhood to forge a stronger identity, provide better access to local amenities, and absorb our share of housing density within the framework of a sustainable transit-oriented development pattern. With this transition comes change, which I acknowledge has a very strong likelihood of affecting my immediate part of the neighborhood and likely my property. I am a supporter of this change but ask the City to provide a rezoning designation for my property that more strongly considers the built context around my property and provides flexibility to reduce the potential devaluation of my property as the neighborhood develops. Thank you for your consideration.

Sincerely,

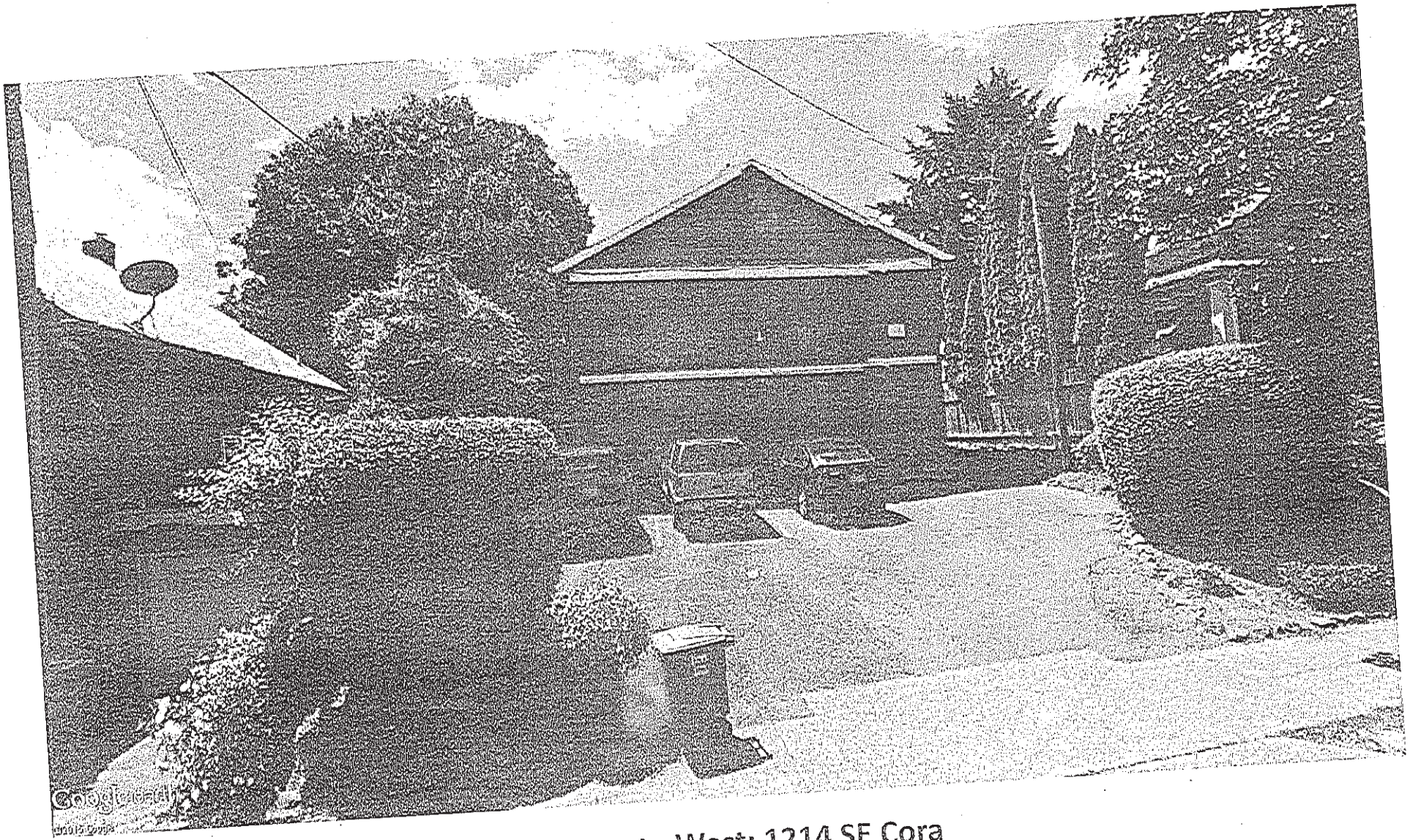
Karan Randhava
Property owner
1226 SE Cora St.
Portland, OR 97202

Existing Land Use



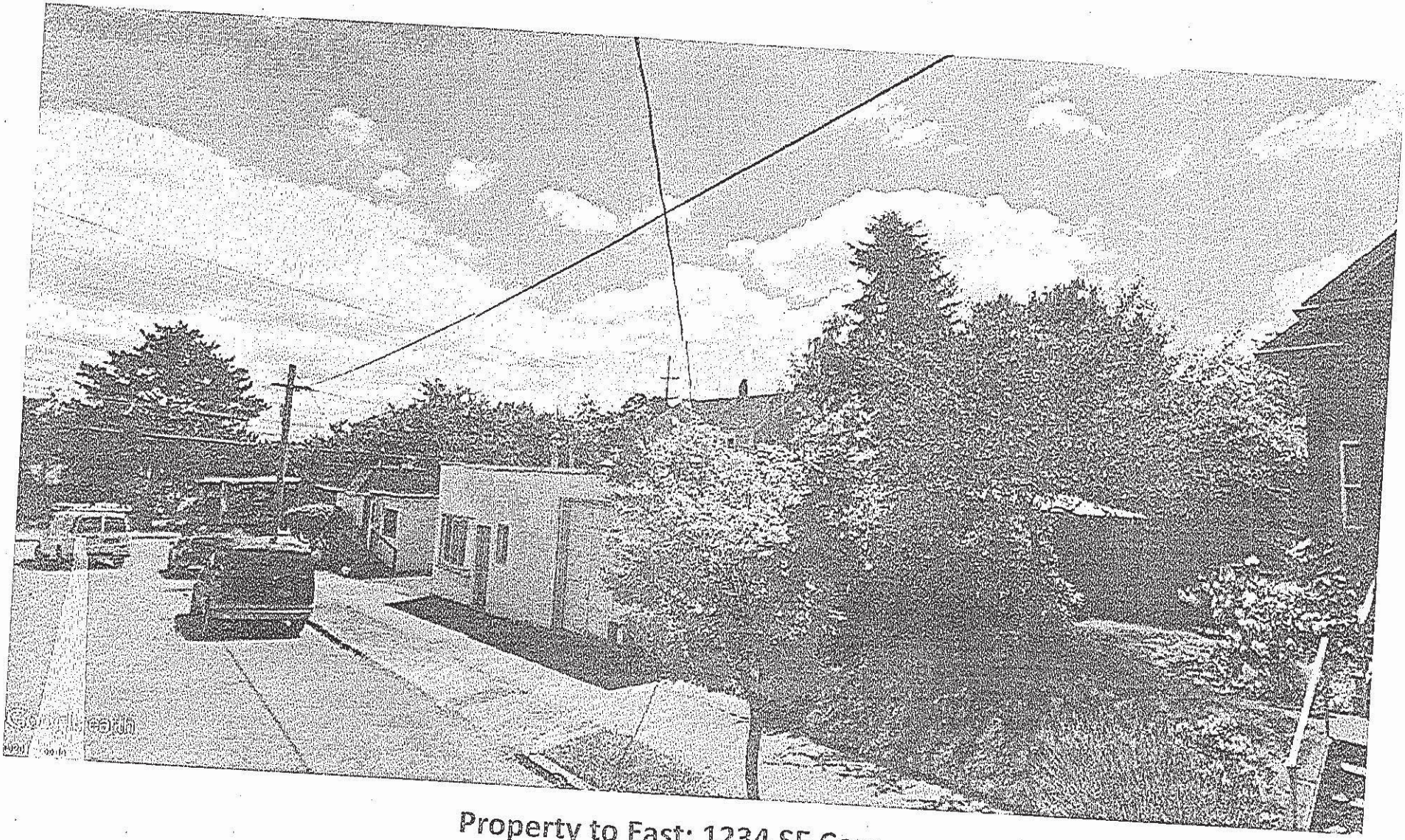
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Ordinance 187832, Vol. 1.3.P, page 9444



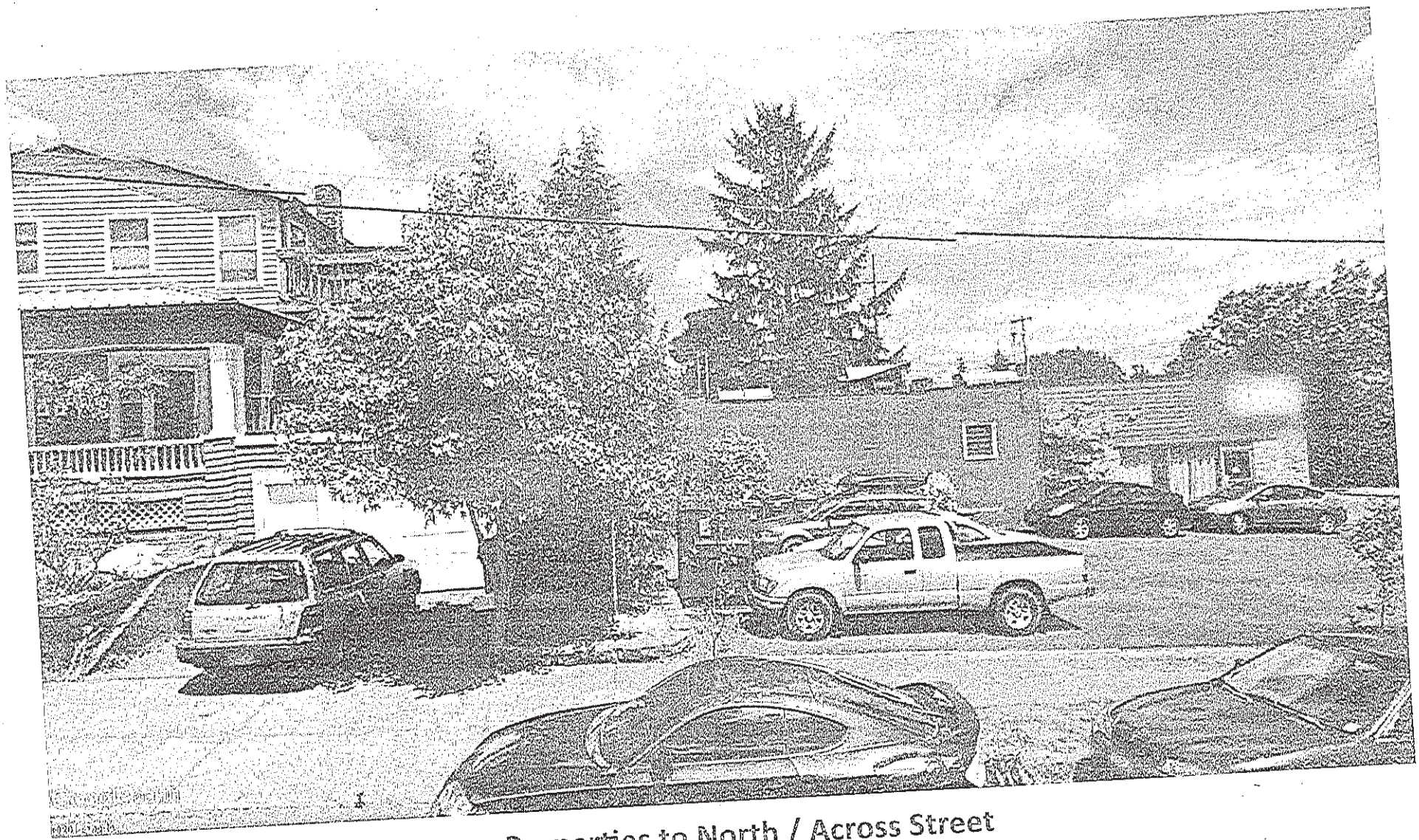
Property to West: 1214 SE Cora

- Multi-Family: 4 Units



Property to East: 1234 SE Cora

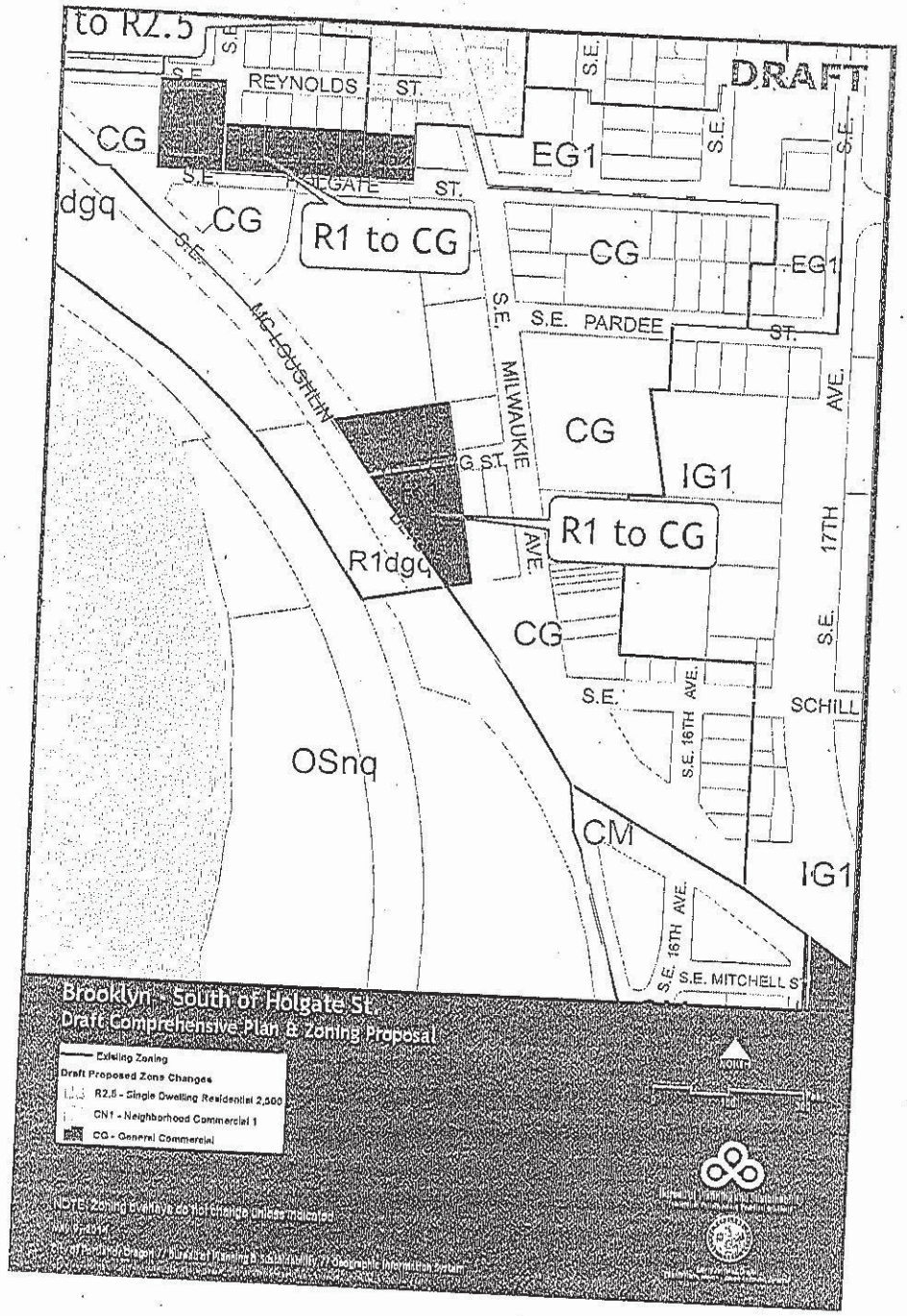
- Commercial/Light Industrial

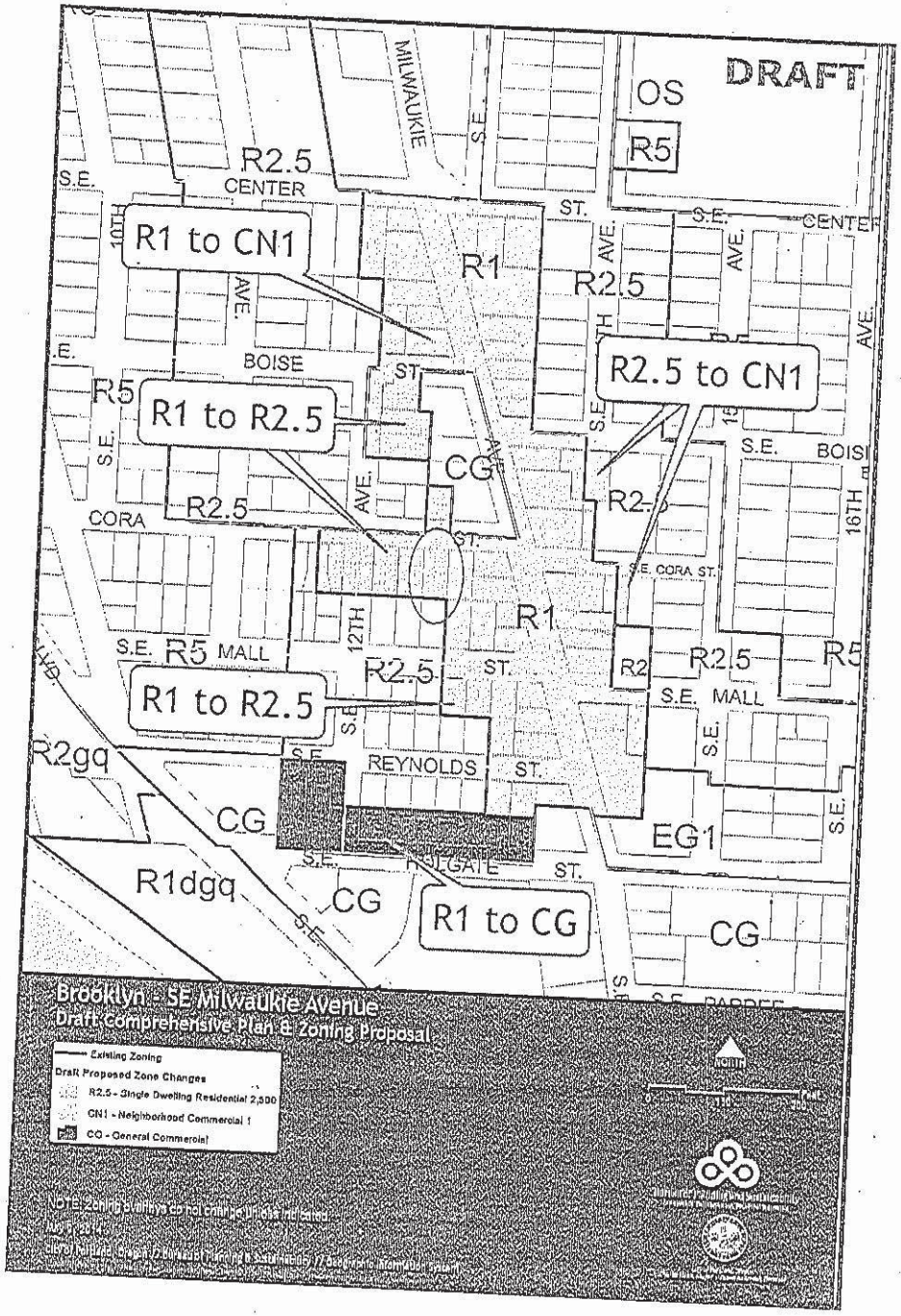


Properties to North / Across Street

- 1223 SE Cora: Multi-Family Building
- 4245 SE Milwaukie: Commercial/Light Industrial

1226 SE Cora


to RZ.5
DRAFT
REYNOLDS ST.
HOLGATE ST.
CG
EG1
R1 to CG
CG
EG1
dgq
S.E. PARDEE ST.
S.E. MILWAUKIE AVE.
CG
IG1
R1 to CG
R1dgq
CG
17TH AVE.
S.E. 16TH AVE.
SCHILL
OSnq
CM
IG1
S.E. MITCHELL ST.
Brooklyn - South of Holgate St.
Draft Comprehensive Plan & Zoning Proposal
Existing Zoning
Draft Proposed Zone Changes
R2.5 - Single Dwelling Residential 2,500
CN1 - Neighborhood Commercial 1
CG - General Commercial


DRAFT
MILWAUKIE AVE.
OS
R5
R2.5
CENTER ST.
R1 to CN1
R1
R2.5
R2.5 to CN1
BOISE ST.
R5
R1 to R2.5
CG
R2.5
CORA ST.
R1
R2.5
R5
R2
MALL ST.
R1 to R2.5
R2gq
REYNOLDS ST.
CG
EG1
R1dgq
HOLGATE ST.
CG
R1 to CG
CG
Brooklyn - SE Milwaukie Avenue
Draft Comprehensive Plan & Zoning Proposal
Existing Zoning
Draft Proposed Zone Changes
R2.5 - Single Dwelling Residential 2,500
CN1 - Neighborhood Commercial 1
CG - General Commercial

November 16, 2015

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 Comprehensive Plan

Riverside Golf and Country Club would like to offer some comments on the Draft Portland Comprehensive Plan. As an overall perspective on this issue, Riverside plans on continuing to operate as a golf course for a very long time. We don't have any desire to change our great facility and we are operating successfully. **This designation is bad for our operation.**

After much discussion among our management team and the Board of Directors, we have concluded that we must oppose the designation of Riverside as future industrial. In addition, we believe the Economic Opportunities Analysis (EOA) characterization of metro area golf courses is incorrect, and its prediction of Riverside's demise in the next twenty years is wrong.

The specific EOA language we refer to is (March 15 Proposed Draft, Section 4 - Community Choices, p. 23):

> "*While these golf courses* (Riverside and Broadmoor) *could potentially remain in operation indefinitely, national market trends indicate an oversupply of golf courses in the coming years relative to population demographics, particularly in inner-city locations. Given these trends and continuing intensification of industrial development in the surrounding area, it is reasonable to expect potential reuse of these sites in the 2035 planning horizon and the proposed Comprehensive Plan proposal would accommodate that change.*"

We take issue with these statements for several reasons. With regard to market trends, there are certainly market changes occurring which affect golf operations, both positively and negatively. Riverside has a number of inherent advantages:

1. A close-in location near many vibrant neighborhoods accessible to a large area population in Oregon and Washington.
2. A membership-based operational model, which provides a more consistent cash flow than a traditional public use, pay-as-you-go course.
3. A growing Portland-area population.
4. A strong core membership base.
5. A strong junior golf program.

Riverside GOLF & COUNTRY CLUB
8105 NORTHEAST 33RD DRIVE PORTLAND, OR 97211-2093 PHONE (503) 288-6468 FAX (503) 282-1962

So, while there has been a decline in the number of golf courses nationally, one needs to look at individual circumstances. Riverside has a very different operating model than Broadmoor or Colwood. They charge per round played, while Riverside is membership based. If Riverside had been experiencing declining membership and severe financial hardship, we could understand the conclusion. On the contrary, we weathered the recession and are doing quite well. We are planning for the future and continue to make improvements to our facility. Our current membership is currently 415 golfing members and 163 non-golfing members for a total of 578 (our golfing membership is considered full at 430). We have 84 employees, 40% of which are youth working after school and summers.

A more appropriate strategy might be to look at this issue again later in the 20-year time frame, such as 2030-2035.

While we have many long-term members, there is always turnover in this market and we are always recruiting a certain number of new members. This designation is bad for our operation and will degrade our business operation. Eroding this ability to attract members is not in the best interests of Riverside. The word is starting to get out that Riverside has been "rezoned industrial" and will convert (though this is technically not correct). Our competitors will use this against us to boost themselves at our expense.

We are also concerned about the regulatory process going forward with this designation and the uncertainties that it provides. There may also be unintended consequences of this action. For example, in future discretionary reviews, City staff may unintentionally apply inapplicable standards because of this designation.

Riverside has been a part of Portland's northeast neighborhoods for 90 years and expects to continue this for another 90 years. Thus we don't see Riverside as a viable industrial land candidate and staff should look for other opportunities that have more potential.

We would request that:

1. The EOA be revised to remove the speculative language specifically calling out Riverside's eventual demise.
2. The City removes the map designation of industrial from Riverside, just as was done for Columbia Edgewater and city-owned Heron Lakes golf courses.

Sincerely,

Eric Deitchler, President

Lucas Miller, General Manager

Riverside GOLF & COUNTRY CLUB
8105 NORTHEAST 33RD DRIVE PORTLAND, OR 97211-2095 PHONE: (503) 288-6468 FAX: (503) 282-1383

Oregon Dairy Farmers Association
1320 Capitol Street NE, Suite 160
Salem, OR 97301
Phone – (971) 599-5269

November 16, 2015

The Honorable Charlie Hales
Portland City Mayor

Portland City Council

Sent via email: mayorcharliehales@portlandoregon.gov
novick@portlandoregon.gov
nick@portlandoregon.gov
dan@portlandoregon.gov
Amanda@portlandoregon.gov

Dear Mayor Hales and Members of the Council:

As you may know, Oregon is home to 240 fully operating Grade A Dairies. These dairies contributed more than $655 million dollars to Oregon's economy in 2014. This economic contribution is factored on their "farm gate" value of the fluid milk they produce. Therefore, the value added by the processors who acquire the fluid milk and convert it to cheese, yogurt, ice cream, etc. far surpasses the farm gate value. Oregon's producers and processors take extreme pride in their products and Oregon is home to a booming sector of cottage industries who produce and sell specialty dairy products including gourmet cheeses.

With the recent passage of the Trans Pacific Partnership Agreement by USDA Trade Officials, and the inclusion of Dairy in the agreement, it is conceivable that the Dairy industry will experience additional growth and expansion in the export marketplace. Currently, nearly 14% of all U.S milk production is exported. Our Association recently engaged the Governor's staff in requesting their assistance in locating and encouraging overseas dairy processing companies to consider locating their business expansions in Oregon. We believe additional demand created by new processing facilities will serve to support the farmers through steady milk prices.

We understand the City Council intends to consider the Portland Comprehensive Plan and Economic Opportunities Analysis (EOA) as the "blueprint" for city growth for the next twenty years. As we see it, the Planning and Sustainability Commissions' recommendation to change assumptions in the plan from a medium forecast to a low forecast for the Portland Harbor and shift jobs elsewhere would result in an underestimate of the demand for harbor land and overestimate the supply of harbor land and capacity of harbor businesses. Ultimately, the outcome will be a less robust Port and suppressed business growth. For expansion to occur in all agricultural sectors, a viable and robust harbor where businesses can be located and products shipped and received is vitally important.

We urge you to recognize the value of production agriculture as one of the most trade dependent sectors in Oregon's economy by setting the Portland harbor forecast back to the "most likely" moderate growth as originally recommended by Bureau of planning and sustainability staff, and preserve the future for farms and Oregon.

Thank you, in advance, for allowing us to contribute to this discussion.

Sincerely,

Tami Kerr

Tami Kerr, Executive Director
OREGON DAIRY FARMERS ASSOCIATION

Arevalo, Nora

From: Chris Immroth <chris@immroth.com>
Sent: Sunday, November 15, 2015 9:42 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

As homeowners and residents of the neighborhood, we think that our property should remain designated as Residential in the updated Comprehensive Plan and not be changed to Mixed Use Neighborhood. [The other properties on this block (bounded by Woodstock, SE 40th, SE Martins, and SE 41st) that are currently Residential should also remain Residential and not be changed to Mixed Use neighborhood. Furthermore, we believe that the properties on the block south of Woodstock Boulevard from 40th Avenue to 52nd Avenue that are currently Residential should remain Residential and not be changed to be designated Mixed Use Neighborhood in the updated Comprehensive Plan.] The reasons for this are:

- To maintain the residential, "village" feel of the Woodstock neighborhood, with the accompanying valued green space.
- To stay true to the goals of the Mixed Use Project. According to the BPS planner who is assigned to our district of Portland, Marty Stockton, one of the reasons for the new mixed use zoning is that commercial zones "since 'the beginning of time' in the city of Portland have always incidentally allowed household uses in them . . . ." In an article in *The Bee*, the neighborhood newspaper (November 2015 issue), she is also quoted as saying, ". . . when you look at the Comprehensive Plan map, you'll see that we are not proposing many changes in residential areas that are adjacent to these mixed-use areas. This is because we really do feel that we want those areas to be relatively stable." However, what is being proposed for Woodstock in the Comprehensive Plan does not follow this same rationale: in the Woodstock neighborhood, 51 properties that are currently designated Residential are being changed in the Updated Comprehensive Plan to Mixed Use Neighborhood. This is entirely out of proportion to what is being done as part of the Comprehensive Plan in other similar neighborhood business districts. 82% of all properties in Portland which are zoned R5 and are proposed to change designation to Mixed Use Neighborhood are in the Woodstock neighborhood (38 of 46 properties). 20% of all properties in Portland which are currently zoned residential and are proposed to change designation to Mixed Use Neighborhood are in the Woodstock neighborhood (51 of 251 properties). Almost everywhere else in the city, the Comp Plan is changing property that is currently Commercial to Mixed Use, as is the intent of the Mixed Use Project, *not* changing Residential to Mixed Use. This is a significant discrepancy between the Woodstock neighborhood planning and that of the other Portland Neighborhood Centers and is inconsistent with the stated goals of the Mixed Use Project.
- To plan responsibly, with the necessary infrastructure planned or in place. In the one-block area south of Woodstock Boulevard from 40th Avenue to 57th Avenue, where properties are being changed to be designated Mixed Use Neighborhood from Residential, SE Martins Street (which is the street that runs on the south side of these blocks) is unimproved. In some places it is little more than a dirt path, in others, it is gravel with large holes that make it only sometimes passable by car. Along most of these blocks, Martins Street is unpaved and has no curbs or sidewalks. SE Martins Street simply cannot support the mixed-use development that is being designated in the updated Comprehensive Plan. The comprehensive planning should be supported by infrastructure and transportation planning, but it is not.
- To allow for communication and input with the neighborhood about this significant change in neighborhood composition. These full-block changes from Residential on the side streets and

Ordinance 187832, Vol. 1.3.P, page 9454

Commercial facing Woodstock Boulevard to Mixed Use have never been communicated to the neighborhood at large for input, nor were they part of the public process of the neighborhood charrette, according to the Woodstock Neighborhood Association Land Use Committee, but were proposed at a meeting of that committee sometime after the public charrette. We believe that, aside from those who own directly affected properties, neighbors have not been given a chance to weigh in on these significant changes.

Chris Immroth
6024 SE 40th Ave.
Portland, OR 97202

Christine Yun ❖ 1915 SE Alder St. ❖ Portland, OR 97214

November 15, 2015

To Members of Portland City Council:

Re: Proposed Buckman Neighborhood Comp Plan Changes

The two areas of proposed changes I am commenting on are:

- the 1900 block between Alder and Washington and
- the blocks from 15th to 19th between Belmont & Morrison

1900 Block between Alder and Washington

The western half of this block is proposed to be zoned from R5 to R2.5 to make it "match" the rest of the block. This zoning is being proposed despite the fact that 3 of the 5 properties (612 & 624 SE 19th & 1915 SE Alder) currently have single family or single family with an attic ADU uses on 5000 SF lots, and would then be out of conformance with the new underlying zoning. Two of the properties could not be subdivided to meet the new density requirements, unless flag lots were created, which would destroy the open space shared visually by all properties on the block and would not match the existing neighborhood patterns of building. This area of inner Southeast does not have driveways and flag lots, and this growth pattern would be incompatible with what is already there.

The third property at 1915 SE Alder, which I own, could be subdivided; however, doing so would destroy the historic relationship of the house to its garage, which is on the western half of the property. The house and garage were built in 1905 by Frank Keenan, the owner of one of the first bicycle shops in Portland and were deemed as a significant contributing property when a National Register Historic District was proposed for the neighborhood. I have commented further on this property in a separate letter.

The conversion of these 3 true R5 properties to R2.5 is not consistent with the current use, and would destroy the current block character in what it would allow.

Blocks from 15th to 19th between Belmont & Morrison

My concern with these blocks is that they are currently between the Belmont-Morrison couplet and on the number 15 bus line. The end result of intensifying development of several stories to this area will be to create 4 blocks of canyon-like, high rent, small apartments unsuitable for families with no allowance for grocery stores, or other neighborhood amenities. We are already experiencing this canyon effect at the corner of 20th & SE Morrison. Creating this canyon effect along the lengths of Belmont and Morrison will divide the Buckman neighborhood visually and functionally in half, making a perceptual barrier between north and south Buckman. This will only reinforce the splitting of the neighborhood that occurs because these streets are designated collector

streets and form a couplet.

I'd like to point out 1) that there is plenty of development density capacity west of 12th zoned Ex and 2) that the neighborhood elementary school is in north Buckman, and there are already issues with kids walking or riding their bikes safely to school. A more appropriate zoning change would be to support the existing single and multi family housing by leaving their zoning intact, implementing zoning which will allow for a mix of residential and commercial for a truly walkable neighborhood that supports families and renters of all incomes and limiting new development to 3 stories to ensure a more human scale to the high-density development to be added to this residential neighborhood.

Sincerely,

Christine Yun

Christine Yun
1915 SE Alder St.
Portland, OR 97214

Joseph Meyer & Christine Yun ❖ 1915 SE Alder St. ❖ Portland, OR 97214

November 15, 2015

Portland City Council

Re: Proposed Comprehensive Plan changes

To Members of Portland City Council:

The proposed Comprehensive Plan change to our property at 1915 SE Alder Street is from High-Density Single Dwelling with a maximum density of 8.7 units per acre to Single – Dwelling 2,500 with a maximum density of 17.4 units per acres. We strongly oppose this change.

Our house and garage, built in 1905, by the owner of the first bicycle shop in Portland, fully occupies our 5,000 SF lot. Changing the underlying density to R2.5 runs counter to the original siting of the house and the garage. If the lot is subdivided, the original house, with no garage, will be torn down to accommodate a new house with tucked under garage. Changing the underlying density will only encourage tear-down of a historically significant building with future development pressure.

We don't want to see this happen, because it will destroy the historic character of the neighborhood we love.

We respectfully request that our property be left out of the Comprehensive Plan changes.

Sincerely,

Christine Yun Joe Meyer

Christine Yun and Joe Meyer

Dear Humboldt Neighborhood Association,

Please read the the following information regarding a zoning change request in your neighborhood.

We (Grant Williams & Ethan Knight) are requesting the City of Portland to consider and re-designate the current zoning of two properties adjoining, which are currently zoned R2.5a to the new CM2 zone. The properties are located at 710 N Alberta, and at 650 N. Alberta, Portland OR 97217, and house our small business. We committed to preserving and utilizing the existing buildings for our business and have no future intentions of developing these properties. The immediate area of the proposed zoning change includes four currently mixed zoning designations CG, R1a, IR, and R2.5a. The properties are currently zoned R2.5a and are surrounded on two sides by the current CG zone and is located close to the IR zone. The area has a very mixed and vibrant residential feeling as well as a growing commercial feel with nearby businesses. One of the properties under consideration was approved for a type II conditional use on April 24, 2014 in part due to the support of your board.

Because this area is highly mixed in both commercial, residential, multi-residential, and institutional use and located on the busy thoroughfares of N. Alberta and N. Albina Streets and is bordered on two sides by commercial zoning, the proposed zoning change from R2.5 to the new CM2 zone, will be consistent with the use allowances of the CM2 zone. This change will have a positive impact on the vitality and function of my business and will not impact the appearance of the residential area.

The current R2.5a zone code limits my small business to capital, because the zoning limits business loans and alternative capital, which are needed for improvements to maintain the character of the existing buildings. As stewards to our community could you bring this information to your board and vote on the approval of this zoning change?

Co-Chair/Land Use Chair Name: ANNE M. LaBORDE

Co-Chair/Land Use Chair Signature: Anne M. LaBorde

Co-Chair Name: MICAH MESKEL - not present

Co-Chair Signature: _____

Date: 11/15/2015

Comments: Humboldt Neighborhood Assn Board approval 11/13/2015.