

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 1/22/2015 to 2/10/2015

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID 2882 **MapApp ID** 1927 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Having watched this parcel over the years suffer from NCU status, it's time to bring the future back to it's former wisdom. Elegant location for several small neighborhood service businesses.

Recommendation:

Comment ID 2883 **MapApp ID** 1928 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This site should be the poster child for all \"mapping errors\" of 1980. An intense commercial use plagued with NCU status. \"Spot zoning\" or not, just fix it sez Arr.

Recommendation:

Comment ID 2884 **MapApp ID** 1929 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Concur with staff recommendation sez Arr.

Recommendation:

Comment ID 2885 **MapApp ID** 1933 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This 1940's commercial storefront should never have been zoned R-1. Obviously one of the bazillion \"mapping errors\" of 1980. Zone CS ASAP.

Recommendation:

Comment ID 2886 **MapApp ID** 1934 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Developing five story buildings on this very HAWTHORNE-esque corner would destroy the historic fabric of this gateway. This is better served as neighborhood/storefront commercial with a nod to historic preservation sez Arr.

Recommendation:

Comment ID 2887 **MapApp ID** 1935 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Developing five story buildings all along the HAWTHORNE corridor would destroy the historic fabric of this District. This is better served as neighborhood/storefront commercial with a nod to historic preservation sez Arr. Also recommend breaking this 20+ block stretch into smaller segments. What happens between 37th and 41st is not necessarily replicated above or below Cesar Chavez.

Recommendation:

Comment ID 2888 **MapApp ID** 1936 **Commenter** Ann Anthony **Date Received:** 1/25/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This bikeway will be a big plus for our kids, who have regular destinations north and south of Knott. However biking along Knott itself is dangerous, and the zig-zag from 28th to 29th is an invitation to chaos, especially as kids will try to go diagonally across. Maybe make the crossover to 29th up near Alameda School, instead? Or do something to generate more activity in this area so that drivers slow down...its a great location for some neighborhood stores, which we'd all like to have more of!

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2889 **MapApp ID** 1937 **Commenter** Ann Anthony **Date Received:** 1/25/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

I'm surprised at the lack of comments...as a former heavy user of the Burke-Gilman trail in Seattle - for both commuting and recreation, I am really looking forward to this!! At the same time I'm disappointed to see a lack of direct connection with the bikeway to be built along 28th. That would be a much better access point than 33rd and Broadway. A steady stream of bikes using crosswalks to get to the latter during the morning commute could bring traffic to a standstill (like, more than it already is).

Recommendation:

Comment ID 2890 **MapApp ID** 1938 **Commenter** Ann Anthony **Date Received:** 1/25/2015
Organization: **District:** Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I love the streetcar. What a mistake it was that we abandoned them in the first place! Grant Park is too close in for MAX but too far out for good bus service to downtown. We need this.

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2891 **MapApp ID** 1941 **Commenter** Hans Steuch **Date Received:** 1/26/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

As someone who walk Englewood Dr. to and from Tryon Creek State Park a couple of times a year I would welcome the protection of this activity that the proposed change portends to me.

Recommendation:
supportive jc 2/6/15

Comment ID 2892 **MapApp ID** 1942 **Commenter** Hans Steuch **Date Received:** 1/26/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

A someone who lives and walks near the areas proposed for change from R10 to R20 in the Arnold Creek and Marshall Park neighborhoods I would say that they make sense to me

Recommendation:

Comment ID 2893 **MapApp ID** 1943 **Commenter** Hans Steuch **Date Received:** 1/26/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

It seems only natural that if SW Stephenson is improved for pedestrians and bikers, SW 35th should be too. There is broad support in Arnold Creek Neighborhood for that, in fact it is currently being actively promoted by the neighborhood association.

Recommendation:
R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2894 **MapApp ID** 1939 **Commenter** Jim Braet **Date Received:** 1/26/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

This change proposal is should either include all of the properties that are on SE145th or not be done. This proposal will have a property that is directly across the street from a property that can subdivide into small lots. If this is decided by the flood map, then someone needs to physically view the street. It is not fair, and it creates a sharp contrast on the same street. There are only 2 properties on SE 145th this impacts, yet all of them on both sides of the street are similar elevation. Please explain why this proposal was made. There is already flood plain regulations on all this land. Please respond and explain why this is fair

Recommendation:

Comment ID 2895 **MapApp ID** 1940 **Commenter** Jim Braet **Date Received:** 1/26/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

I agree 100% with the previous two comments, however this whole map is merely a band aid on the broken leg of southeast Portland. Much more (all) of the overlay that increased density in the mid 90's must be removed. The David Douglas School district is severely over crowded and the city shows by it's actions that it really doesn't care. Residences and businesses in this area have been complaining to the city since the high density building began to ruin the area. Many meetings I have gone to I was told that this Comprehensive plan is what we needed to wait for to make the changes. Well here it is, and the city is great at talking the talk, but fail at walking the walk.

Recommendation:

Comment ID 2896 **MapApp ID** 1944 **Commenter** Hans Steuch **Date Received:** 1/26/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Extended shoulders a la Maplewood and soon-to-be Stephenson should be a slam dunk on Arnold St. Given it follows the creek BES can likely be compelled to place roadside swales for the entire length of the north side of the street, allowing a continuous extended shoulder on that side. It would be a great safety improvement.

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2897 **MapApp ID** 1945 **Commenter** Hans Steuch **Date Received:** 1/26/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Lancaster is very popular with bikers and pedestrians. Anything that can be done to improve safety would be most welcome.

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2898 **MapApp ID** 1946 **Commenter** McKenna Jones **Date Received:** 1/26/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I lived on Fessenden & Tioga from 2008-20014 and the amount of traffic and speed of vehicles (including commercial trucks) creates a safety hazard. Pedestrian crossing of Fessenden is dangerous, even when marked by crosswalks. Witnessed many near accidents, especially kids walking to/from school, the bus stop, and parks. Need more trees, more traffic calming, more pedestrian crossing lights.

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2899 **MapApp ID** 1947 **Commenter** Steven Cornils **Date Received:** 1/27/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly support the proposed R1 zoning. Any development that occurs on this property should be reflective of the neighborhood surrounding it. The fact that it is not already R1 is clearly a mistake that needs to be rectified. No development greater than 4 stories should be allowed. Keeping with the neighborhood means a commitment to safety, the surrounding neighborhood and to the proposed future use for this site. Progress can occur and all can enjoy the success with R1 zoning.

Recommendation:

supportive jc 2/6/15

Comment ID 2900 **MapApp ID** 1948 **Commenter** Katharine Lewis **Date Received:** 1/27/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I am strongly in favor of a change to R-7 zoning rules. One of the primary reasons we purchased a home in Eastmoreland is the space between each home - splitting lots to create tall, skinny homes completely destroys this aspect of our neighborhood. It also lowers the property values of our neighborhood. Please change to R-7 so that the historical beauty of Eastmoreland can be preserved.

Recommendation:

jc 2/6/15

Comment ID 2901 **MapApp ID** 1949 **Commenter** Sabrina MacDuff **Date Received:** 1/27/2015
Organization: **District:** West Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Please consider adding a sidewalk or crosswalk from Burnside and 24th place to Hilltop condominiums at Uptown (address above). Over 200 people live in this development, and we literally have to walk in the street on Burnside for 1/2 block to get to the city. This is extremely dangerous (especially at night), and I will not be surprised if someone is seriously injured by a car-versus-pedestrian accident in the future.

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2902 **MapApp ID** 1950 **Commenter** RonEllis **Date Received:** 1/28/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Speeding traffic, dangerous to walk.

Recommendation:

Comment ID 2903 **MapApp ID** 1951 **Commenter** R. Colorafi **Date Received:** 1/28/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Ensure sidewalks are installed from SE 83rd Ave/Foster Rd to SE 92nd Ave ON ELLIS ST. THANK YOU.

Recommendation:

Comment ID 2904 **MapApp ID** 1953 **Commenter** Karla Kingsley **Date Received:** 2/1/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I agree, it would be great to have bike lanes on 17th south of McLoughlin. As another poster said, even having bike lanes just down to Insley would make a big difference.

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2905 **MapApp ID** 1952 **Commenter** Montserrat Shepherd **Date Received:** 1/29/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

NE 7th Ave is already used daily by hundreds of cyclists because of its convenience and I don't see that changing. Converting NE 7th into a Greenway is a necessary change to protect bikers and pedestrians. I agree with the idea of installing diverters in Schuyler and Hancock but what is vitally needed are speed bumps from Broadway to Knott. Traffic is much heavier (71% more volume) south of Knott (Broadway to Knott) because there are no speed bumps or crosswalks unlike north of Knott (Knott to Freemont) which employs effective traffic calming measures.

http://www.portlandmaps.com/detail.cfm?action=Traffic&&propertyid=R101890&state_id=1N1E26BC%20%2019500&address_id=148145&intersection_id=&dynamic_point=0&place=2603%20NE%207TH%20AVE&city=PORTLAND&neighborhood=ELIOT&seg_id=110524&x=7648991.046&y=690912.675

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2906 **MapApp ID** 1930 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Concur with staff/community recommendation sez Arr.

Recommendation:

Comment ID 2907 **MapApp ID** 1931 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This 1940's PUB should never have been zoned R-1. Obviously one of the bazillion \"mapping errors\" of 1980. Zone CS ASAP.

Recommendation:

Comment ID 2908 **MapApp ID** 1932 **Commenter** Roger Jones **Date Received:** 1/23/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This 1940's (now)PUB should never have been zoned R-1. Obviously one of the bazillion \"mapping errors\" of 1980. Zone CS ASAP.

Recommendation:

Comment ID 2909 **MapApp ID** 1954 **Commenter** Patrick Fuller **Date Received:** 2/2/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

To be honest, the traffic volume on Harold is the same as the (currently) contested portions of Clinton (around 3,000). The biggest challenge, as I see it, is the perception that it is too busy. Further, speed bumps on Harold are outdated (too few compared to what would be implemented now, if I understand the new design ideals correctly) and a well-placed diverter in the west-bound portion of where Foster/Harold meet at 82nd would help immensely. The last real study on Harold was done about 20 years ago and the city felt that there was

a decent amount of traffic that was due to the proximity to I-205. It seems like measures could be taken to keep Harold a neighborhood connector but also lessen its appeal to people

simply driving through. Finally, the idea of a neighborhood connector currently seems to be stuck in an auto-focused model. Why wouldn't we want our connectors to be as (if not more) appealing to bikers as cars. Especially since it with Woodstock just four blocks away on one side and Foster so close on the other. With the movement going forward on Foster,

it would seem like the time is now to work on streets nearby to it.

Recommendation:

R. Jennings 02/09/15 - Comment relates to a project in the TSP draft project list. Comment to be tracked in TSP project evaluation process.

