

I am Michael Hayes. I reside at 8848 SE 11th Avenue, Portland, OR 97202.

Please consider the following testimony and make it part of the Planning and Sustainability Commission's Record.

Comprehensive Plan Testimony

I support the listed Policy statements. In the final drafting of the Comprehensive Plan Update and supporting documents, please consider the following observations. Thank you.

Policy 3.59 Transportation – Willamette River transportation serving the Sellwood neighborhood used the boat ramp at the west end of SE Spokane Street until 1925. The ramp remains in place but is badly deteriorated. Policy should call for its restoration and future use for commuter service and public or private transportation functions.

Policy 3.59 Recreation – areas adjacent to the SE Spokane boat ramp are strategically located for launching canoes, kayaks and paddle boards. This area is a significant site; it should be identified on Comprehensive Plan maps.

Figure 3-6 Urban Habitat Corridors – this map illustrates a potential habitat corridor connecting the Willamette Greenway with the habitat area of Johnson Creek. Adopt the area as an urban habitat corridor, not a “potential” habitat corridor. The backbones for this corridor are the Sellwood Gap parcels acquired by Metro and maintained by PP&R to facilitate the Springwater Trail development and to bring nature into the urban environment. This group of parcels should be identified in Chapter 9 of the Citywide Systems Plan as a Natural Area Park. Figure 9.3. “Portland Parks & Recreation ½ Mile to Park or Natural Area Service Area” shows this potential urban habitat area as being outside of current service areas; improving it as a natural area park will close one more PP&R service gap.

Note: Policy 7.19 Urban forest – this policy calls upon the City to invest in tree planting and maintenance within and near urban habitat corridors. I strongly support this policy; trees are a great investment in environment and life quality. In urban habitat corridors, all of the trees that are necessary to fulfill the vision should be planted within the next five year. Trees take time to develop; they should be planted as soon as possible.

Policy 4.29 Significant places – Add the SE 13th commercial corridor and Golf Junction intersection at SE Ochoco to the list of significant places; this corridor and junction contributed to our current urban form, the early trolley and electrified unterurban railway system formed around it. During the late 19th century, trolley tracks carried passengers along SE 13th Avenue when it was a dirt road; some of these tracks can be seen at the south end of 13th Avenue in a pocket park maintained by the Sellwood-Moreland Improvement League neighborhood association on land leased from Union Pacific Railroad. Golf Junction was a major hub in the interurban system. The trolley barns are gone; but train tracks from that era and the eight piers that supported the railway’s twin 75 foot tall water towers remain in place. The twin-towers is owned by Metro and “maintained” by PP&R; it’s an

important site which should be recognized for its historic and cultural merit, and the remaining artifacts protected from further damage. Immediately northeast of the Golf Junction intersection is a PGE Substation built in 1905 to power the interurban railway; the City should work with PGE to preserve this architectural and historic gem, and encourage its restoration. It can be an excellent educational resource. With PGE's support, the historic substation buildings could qualify for the National Register of Historic Places. We should encourage registration.

Note: The Comp Plan recommends an extension of the Urban Habitat Zone from the south reach of the Willamette Greenway to the habitat area along Johnson Creek and Westmoreland Park. I support that recommendation. The educational potential of the Golf Junction/Twin Towers sites should be development in a manner that is compatible with the urban habitat zone objectives.

Policy 4.29 Significant places – Viewpoints and view corridor locations are noted as significant places; they should appear on Comprehensive Plan maps. Some are noted in Willamette Greenway Plan documents; they need to be given prominence in the Comp Plan. Where designated Viewpoint sites are on city controlled property, such as PBOT right-of-way, policies should require agencies responsible for maintenance of facilities within the right-of-way and those responsible for the design, development and maintenance of viewpoint sites to cooperate in developing the viewpoint sites. They should be given prominence in capital improvement budgets. They are not that expensive to develop and provide a high return in livability and community pride.

Note: In the Willamette Greenway Plan, there is only one designated Viewpoint on the eastside of the Willamette River in the Sellwood neighborhood; it overlooks the river at the end of SE Linn Street. The City adopted the objective of developing this viewpoint in 1987 with the approval of the Willamette Greenway Plan. There has been no progress in 27 years. This underscores the importance of making a prominent reference to developing the Viewpoints in the Comprehensive Plan.

Policy 4.34 New public views – I support this policy objective. At the far southern end of the eastside Willamette Greenway, at the city limit overlooking the Waverly Country Club golf links there is a wonderful view of the Willamette River and west hills natural area. This viewpoint is on public land, at the intersection of SE Grand Avenue, SE 9th Avenue, and SE Ochoco Street. It should be designated a significant place and developed for the enjoyment of all of us. I recommend adopting the policy statement, then identifying high value sites that are on public land, and taking action to improve them to City Viewpoint standards. Viewpoints are relatively low cost improvements with high living quality returns.

Policy 4.37 Continuity with established patterns – that is an excellent policy objective. SE 13th Avenue has been the principal commercial street in the Sellwood neighborhood for more than 100 years. Developed in the late 19th century and the early years of the 20th century during the trolley era, it remains largely unchanged in scale and character. Nearly all structures are one and two story buildings, except for a two four-story structures, one that has third and fourth floors set well back from the frontage; the other four-story building is currently under construction, it is being built with no setbacks

along the front or side property lines. The first building complements the neighborhood; the other is out of character. As a member of the Sellwood neighborhood, I strongly support Policy 4.37 and seek means to assure that future development is compatible with it. Comp Plan Maps for commercial and mixed use areas should be amended to require continuity with established patterns. More intense development as a matter of right should only be allowed when policy and zoning guidance is in place that assures that it will be compatible with the established pattern. More flexibility and the potential of more intense use should be available within a design review context.

Policy 8.43 right-of-way vacations – I support all of the statements within this policy statement. The first statement calls for maintenance of exiting rights-of-way unless there is no existing or future need for them; rarely can we envision the future potential uses for the right-of-way beyond the horizon of our lives. Approval of requests to vacate public right-of-way should be very rare. If there is no current need for the right-of-way, the option of granting revocable encroachment permits may be appropriate; but vacation should be off the table.

I look forward to reviewing the revised draft plan. Overall I am positively impressed with the policy direction. Thank you for the opportunity to comment.