

From: Gary Miniszewski [<mailto:garyminiszewski@gmail.com>]

Sent: Wednesday, October 15, 2014 4:28 PM

To: Frederiksen, Joan; Dean Smith; Jack Klinker; Gloria Miniszewski; Lear, Mark; Fitzgerald, Marianne

Subject: Re: Testimony made to the Planning and Sustainability Bureau Tues Oct 14

Just one more edit: "Make minimal road "shoulder" improvements along Garden Home Road from Capitol to Multnomah for pedestrian and bicycle safety. This would include drainage designed for the physically constrained right-of-way. Please see attached Ashcreek Neighborhood letter to Commissioner Novick.

On Wed, Oct 15, 2014 at 10:48 AM, Gary Miniszewski <garyminiszewski@gmail.com> wrote:

Please see testimony below. There were some typos regarding Garden Home Road I didn't catch because I was in a rush to complete the narrative before getting to the meeting at Parkrose High School last night. For those who can get past typos, I think the message was clear. FYI, I referenced and attached the AshCreek Sept 15th letter to Commissioner Novick regarding the list of significant projects.

Comp Plan Testimony from Gary Miniszewski, Home Owner address: 8343 SW 57th Avenue Portland OR. Resident of AshCreek Neighborhood

Proposed Comp Plan Policies; City Staff can readily makes findings to back these policies up.

School Facilities

Policy 8.100 to take place of Private institutions Policy. That can be numbered 8.101

Elementary Schools: Because local elementary schools help to create socially cohesive neighborhoods and allow for walking and bicycling to school, encourage public school districts (especially Portland Public School District) to re-consider elementary schools closures made in the last 15 years. This should be done to determine if demographic changes in the school respective service areas have changed to possibly justify re-opening the schools.

Residential InFill Development

Policy 5.45 to take place of Responding to social isolation. That can be numbered 5.46

The City will develop development standards to mitigate impacts of new dwellings which are proposed to be constructed in existing neighborhoods zoned for residential use. These developments standards for physical compatibility shall address house design, height, massing, back and sideyard setbacks, roof design etc. to mitigate the impacts on existing adjoining and adjacent dwellings. Some of the main factors to be considered for impact mitigation will be sunlight for existing and potential solar panels on existing dwellings, sunlight into existing

dwelling windows, solar radiation for existing rear and side yard vegetable gardens/ landscaping, existing home owner privacy, street parking capacity, and neighborhood architectural patterns.

Proposed change to Special Projects:

SW Garden Home Road from Capitol Hwy to Multnomah. Map no. 90034 Reconstruct Rd to three lanes with signal improvement at Multnomah intersection, drainage, bike lanes, sidewalks and curbs.

I and the AshCreek Neighborhood Association recommend that this project be broken into two parts and revised as follows:

- a. Multnomah intersection be made into a controlled intersection with traffic signals. Please see attached Ashcreek Neighborhood letter to Commissioner Novick.
- b. Make minimal road should improvements along Garden Home Road from Capitol to Multnomah for pedestrian and bicycle safety. This would include drainage designed for the physically constrained right-of-way. Please see attached Ashcreek Neighborhood letter to Commissioner Novick.

The reason for Garden Home Road does not need to be rebuilt to include three lanes with sidewalks and curbs is this road is only a “neighborhood collector”. It has been designated as a neighborhood collector because it only has avg weekday traffic count of 1, 500 to 2,000 vehicles. This segment of Garden Home Rd is also constrained by topography that includes creek ravens, and severe vertical and horizontal curves. The cost of the proposal would far outweigh the any added benefits of the improvements.

This part of Portland, like most of SW Portland, is hilly , wooded and is rural/suburban in character. To build the road proposed would be out of character with the surrounding neighborhood.

As seen on a road map, Multnomah Blvd closely runs parallel with Garden Road and it is a “district collector” with traffic counts ten time the magnitude as Garden Home Road (avg daily traffic volume: 12,000 to 15,000) . I would like to venture the guess that when the City made this recommendation for the reconstruction of total length of Garden Home Rd from Capitol to Multnomah, it mistakenly used information derived from a “Portland Commercial Corridor Study” made a few years ago for the Garden Home Rd segment between SW 69th and 76th Avenues. Based on the results of that study, it can be easily concluded that that segment should be reconstructed to have three lanes with curbs, sidewalks and gutters as Oleson Road has been recently improved. Traffic from Multnomah Blvd funnels into that segment of Garden Home Road causing it to serve as a District Collector.

Cc: Leah Treat, PBOT, Peter Hurley, PBOT, Mark Lear, PBOT, Joan Frederiksen Planning, Bureau of Planning and Sustainability, Dean Smith Chairman of AshCreek Neighborhood Association, Manianne Fitzgerald, SWNI Transportation Chair