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To: Planning and Sustainability Commission

Cc: Rebecca Brock; Rachel Janzen; Bob Sauter

Subject: "Comprehensive Plan Testimony"

Attn: Portland City Council

We are very interested in how these changes will effect our commercial and residential property values and how this will effect our ability to develop our property in the future. Adopting an undefined comprehensive plan and then using that as a mandate from the people to then make future detailed changes to zoning code seems like a blank check with unknown effect.

We are very interested in the Portland Police's CEPTED program and we are requesting that the CEPTED program should have equal weight in the development code and be adopted in its entirety as a part of Portland's Development and Zoning code. When there is conflict between the CEPTED and Portland Zoning codes, citizens should have the right to adopt the crime reduction techniques outlined in CEPTED if desired - WITHOUT a \$2000 formal appeal.

Just as the Portland Fire Bureau has a full time Fire Marshall in the building and planning department to reduce fire and increase life safety, the Portland Police Department should have a Police representative to inform design process of the built environment in the early stages to increase safety and reduce environmental opportunities for crime.

We have two examples where property we manage has suffered because the planning department does not effectively acknowledge the safety concepts outlined in the Portland Police's CEPTED program:

1) We would like to put up a fence around a parking and storage area. We'd like an open chain link fence that CEPTED says will reduce crime (through "Natural Surveillance"), the zoning code requires a obscure fence with slats. The Planning department does not currently have allowances to balance these considerations without going through a \$2000 appeal process. We have been told that if we did go through the process we would likely be denied.

2) We manage property near the underpass at 17th and SE Powell BLVD. The officers that patrol the sidewalks on both side of the underpass were not consulted about the work they have to do to keep these lanes clear before the design development team had completed the work and the new max overpass.

Campers and loiterers looking to get out of the wind and rain are attracted to these multiuse lanes. With camping we get tents, tarps, storage, shopping carts, debris and human excrement (there is no bathroom). This restricts the lane width and provides visual obstructions to hide behind. Preview and visibility is shortened and obscured by the curving shape of the passageway ramps, overpasses and their dark shadows. This forces path users into close contact with potentially aggressive or predatory individuals loitering in the passageway. The personal safety choice to avoid confrontations by maintaining distance is taken away in these long narrow enclosed corridors.

These multiuse lanes are unique because they are enclosed and confined by a 6' tall chain link fence and a tall concrete barrier wall leaving a dark narrow 7' wide "cattle chute" for a distance of over 550 feet. This makes it impossible to escape the passageway in the event of an assault. This 6' tall chain link fence obscures the view of our city, sight distance, aesthetics and activity from drivers, cyclists and pedestrians. *"See and be seen" is the overall goal when it comes to Crime Prevention Through Environmental Design (CPTED) and natural surveillance. A person is less likely to commit a crime if they think someone will see them do it.* http://cptedsecurity.com/cpted_design_guidelines.htm

This 7' wide lane is less than the recommended 10' minimum width of a shared use "Bike and Pedestrian" path. Bicycles can reach speeds of 30 miles per hour and braking ability is reduced with the long steep (15% grade) ramp. Lane obstructions increase hazard when there is no option to step of the path to avoid a collision.

Maintenance, graffiti removal, signage, debris and disposal of the human excrement (*sanitation biohazard*) along this lane are not being addressed in a timely maner. The tunnel walls are not cleaned so they are dirty and dark - they absorb light requiring additional lighting to achieve a feeling of safety. *The "Broken Window Theory" suggests that one "broken window" or nuisance, if allowed to exist, will lead to others and ultimately to the decline of an entire neighborhood. Neglected and poorly maintained properties are breeding grounds for criminal activity.* http://cptedsecurity.com/cpted_design_guidelines.htm

Our NRT Officer Anthony Zanetti, has reported that he has a difficult time keeping this area clear because there is no signage for him to enforce and because current rules allow for up to 50% of any sidewalk to be blocked.

Currently there is no alternative wheelchair accessible path way across the new Max line and train tracks for 10 to 11 blocks to either side of SE Powell BLVD. This multiuse lane is a critical high traffic thoroughfare for the disabled, students, elderly and the most vulnerable members of our society. Keeping this artery clear and safe is vital to the health of neighboring businesses.

SOLUTIONS

1) Post Signage:



2) Lower the 6' tall chain link fence to a less segregating and more neighborly 54" guard rail height. This would significantly improve the viewshed, openness, surveillance, safety and overall livability. The 54" height is considered adequate for cyclist safety and to prevent users from tossing debris off the bridge. Most of our other overpasses and bridges have a more welcoming guardrail height of 42" or less. 6' tall fencing is not required where traffic is parallel to a pedestrian way.
[http://design.transportation.org/Documents/BikeRailHeight,NCHRP20-7\(168\)FinalReport.pdf](http://design.transportation.org/Documents/BikeRailHeight,NCHRP20-7(168)FinalReport.pdf)

We think that design of the build environment needs to include Portland Police's CEPTED concepts and safety and crime reduction should be a part of the dream of our ideal future of Portland. We want to reduce opportunity for criminals and improve safety for pedestrians.

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