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To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: PSC Mixed Use Zones Testimony

Southeast Milwaukee has served as a roadway for the citizens of Portland for over 150 years.

It became a thoroughfare in the 1840s by settlers who arrived after the long journey along the Oregon Trail. A roadway so long ago etched in our past will prove important in the future of Portland, as so much of it is zoned commercially as well as it is next to SE 17th street which is mostly r2.5ad. This means there is a future of increased density along this narrow main street from our past. It is not near a freeway and already well known for congestion, so it is especially important that alternative transportation and pedestrian friendly buildings be essential while planning the zoning of this street. The street is rather narrow by modern standards and is in Westmoreland and Sellwood primarily dotted with local businesses, small apartment complexes and single family homes. There are some historical buildings of particular fondness at the intersection of Bybee and Milwaukie, that provide historical relevance and community center.

The Proposed Mixed Use Zone places a design overlay over part of historic Westmoreland to respect its place at the heart of a residential community which has long enjoyed walking along its corridor. This design overlay is essential for SE Milwaukee to be a safe place for community to grow and flourish. This street if neglected will become dangerous for pedestrians, many of which are children, and cyclists coming home at night, as well as polluted from congestion. It is a narrow street by modern standards unconnected to a larger vein for traffic like the I-5 do congestion here will come quicker and be worse as a result if not planned for. Also parking overflow into neighborhoods has its own ramifications for the safety of children who ride their bikes along its streets as well as neighborhood community. It is very important that Milwaukee is developed in responsible way.

The design overlay at the heart of Westmoreland that would help development come to its best and most responsible use extends from Se Tolman to Se Knapp, stopping quite suddenly although the commercial zone extends three more blocks. These three blocks are occupied by low rising small businesses, small apartment complexes and and single family homes. These three blocks are bordered by nearly hundred year old homes occupied primarily by families, meaning there is a large population of children riding bikes and learning to walk surrounding this center, and as density increases there will be more. The design overlay should continue over these three blocks from SE Knapp to SE Malden. It is important for safety and for building upon the pedestrian community which has lived here for generations and walked this corridor.

The heart of Westmoreland along SE Milwaukie has a long history in Portland, and a bright future if we put in place guidelines for smart, responsible density. The design overlay should be continuous rather than stopping three blocks short. The intersection of Bybee and Milwaukee maintained at the CM1 status. This historic street has served us well for over 150 years, we need to serve it well by allowing it to serve at its best use as a pedestrian thoroughfare with deep roots in our city's history.

Thank you,
Jennafer Furniss