



January 7, 2019

**Mayor Ted Wheeler**  
mayorwheeler@portlandoregon.gov

**Lynn Peterson**  
Council President, Metro  
[Lynn.peterson@oregonmetro.gov](mailto:Lynn.peterson@oregonmetro.gov)

**Chris Warner**  
PBOT, Director 3  
[pbotdirector@portlandoregon.gov](mailto:pbotdirector@portlandoregon.gov)

**Susan Bladholm**  
President, Friends of Frog Ferry  
[susan@frogferry.com](mailto:susan@frogferry.com)

**Commissioner Chloe Eudaly**  
[chloe@portlandoregon.gov](mailto:chloe@portlandoregon.gov)

**Joe Zehnder**  
Interim Director, Bureau Planning & Sustainability  
[joe.zehnder@portlandoregon.gov](mailto:joe.zehnder@portlandoregon.gov)

**Art Pearce**  
PBOT, Manager 3  
[Art.pearce@portlandoregon.gov](mailto:Art.pearce@portlandoregon.gov)

**Commissioner Nick Fish**  
[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)

Dear Mayor Wheeler,

The Cathedral Park Neighborhood Association (“CPNA”) writes this letter to request that the planned feasibility studies for the Frog Ferry include a ferry stop in the Cathedral Park Neighborhood.

Portland’s exponential growth has created a traffic congestion issue that needs to be addressed. River transportation is a practical and logical form of multi-modal transportation that will reduce the strain on our over-burdened streets. The Frog Ferry would increase the quality of life for Portland residents and create an asset for the City’s tourism industry.

There are at least two potentially viable locations for the property along the waterfront in the Cathedral Park Neighborhood. The first is a large property owned by Metro beginning on the corner of N. Richmond and running to the Union Pacific Railroad bridge. Another option is at the site of the existing public boat launch at Cathedral Park. A third option, in the University Park Neighborhood, is the nearby McCormick & Baxter site, which is adjacent to the new University of Portland Franz Campus. Because of its proximity to a new “City Center” in the Cathedral Park Neighborhood and location along the North Portland Greenway Trail, we believe

the Metro property or existing boat launch location would provide a more central location for access to the ferry by pedestrians, cyclists and those using public transportation to connect to the ferry.

The 2035 Comprehensive Plan (the “Comp Plan”) has designated approximately 40 acres of disused industrial land on the waterfront in the Cathedral Park Neighborhood as a new Mixed Use Urban Center. At present the Cathedral Park Neighborhood, the University Park Neighborhood, the Portsmouth Neighborhood and the St. Johns Neighborhood have a combined 43,000 residents. The new mixed-use, high-density development in the Cathedral Park Neighborhood will add thousands more new units to the North Portland “Peninsula”. As such, it is expected that in the next few years, the Peninsula will easily have over 50,000 residents, most of whom will be driving to work and to their daily errands in a single occupancy motor vehicle. Access to the Frog Ferry from the Cathedral Park Neighborhood will reduce traffic and congestion on Portland streets and support Portland’s goal to become a greener and more environmentally friendly city.

The Cathedral Park Neighborhood (the “Neighborhood”) is located on a peninsula, which makes access to downtown Portland and other parts of the City, as well as to Vancouver, Washington, complicated and time-consuming. Because of this, most Neighborhood residents commute by car. Only 2.7% of Neighborhood residents commute by bike and only 3.5% are pedestrian commuters. CPNA supports the Frog Ferry because we believe that a ferry would provide a simple and practical solution to the lack of transportation options and public transportation access that residents of North Portland Neighborhoods face. Likewise, a ferry would reduce the need for car ownership in a high-density area where few new developments provide parking.

CPNA believes that a Frog Ferry stop in the Cathedral Park Neighborhood will strongly support the goals of equity, diversity and inclusion. While the Cathedral Park Neighborhood already has the highest number of permanently affordable housing units in all of North Portland, nearly all of the development in the Neighborhood’s new Mixed Use Urban Center will be subject to inclusionary zoning and will, therefore, be required to include a percentage of affordable housing units in every development. This will result in hundreds more affordable units in the Neighborhood. In addition, the “Peninsula” and North Portland, as a whole, is the most diverse community in all of Portland. The St. Johns Schools, where Cathedral Park residents attend school, are the most ethnically diverse in the state. Over 60% of students at these schools are non-white. CPNA believes that the less affluent and more diverse population in North Portland should have access to the transit and public transportation options that will allow them equal and affordable access to jobs, opportunity and community.

In summation, a Frog Ferry stop along the Cathedral Park Neighborhood waterfront will improve the quality of life for all North Portland residents by providing convenient transportation and by reducing traffic congestion on neighborhood streets and in downtown

Portland. In addition, it will strongly support the City's goals of equity, diversity, inclusion and a cleaner, more environmentally friendly Portland.

Sincerely,

Jennifer Vitello  
Chair, Cathedral Park Neighborhood Association