



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMO

DATE: August 13, 2013

TO: Community Involvement Committee

FROM: Joan Frederiksen on behalf of the Comprehensive Plan Team

SUBJECT: Spring 2013 District Mapping Conversations Summary Report

I. Introduction

As an early outreach effort for Part 2 of the Comprehensive Plan Update project, the Bureau of Planning and Sustainability's District Planning team hosted a series of District Mapping Conversations (DMCs) around the city in May and June of 2013.

The purpose of these community meetings was to:

- Build community capacity and familiarity with the Comprehensive Plan Update work including the key organizing concepts and Urban Design Framework elements.
- Provide the community an early opportunity to review and consider the mapping implications of policies at a local scale and within a familiar geography.
- Gather early community input on proposed centers and corridors to help staff further refine the draft Urban Design Framework.
- Provide a bridge between Part 1 Working Draft and events and Part 2 Working Draft release.
- Continue to provide transparent access to development of draft Comprehensive Plan policies and mapping concepts.
- Gather input to help staff develop and refine materials and communications for Part 2 Working Draft and public events.

Ten meetings were held across the city, as part of a two-part meeting series in each of the five districts - East, Southeast, West, Northeast and North. Over 125 people participated, with an average of 20 participants per meeting. Participants included representatives from neighborhoods



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandonline.com/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

Printed on 100% post-consumer waste recycled paper.

associations, business associations, institutions and organizations representing non-geographic communities, though participation varied by district.

Meeting one was designed to provide an introduction to the key policies and issues of the Comprehensive Plan Work in Part 2. Meeting two was designed to dive deeper into the key organizing concepts and Urban Design Framework elements. The meeting presentations centered on the proposed higher level concepts with the lens of a specific district level geography. The conversations were rooted in these proposed concepts but also drew richly from existing opportunities and issues raised by participants.

This District Mapping Conversations Summary Report provides the questions posed to participants and a summary of the takeaways from the meetings. The questions encouraged discussion related to where growth in each district should occur, how to best connect key places, and what areas should be prioritized for investment or job growth. The noted takeaways highlight issues or suggestions specific to each district and themes of citywide concern. Participant comments, questions and specific proposed changes to maps have been documented in this summary or in the appendices. Specific proposed changes or comments have also been shared and discussed with the Comprehensive Plan Update staff for consideration in refinement of the Urban Design Framework.

Based on evaluation feedback, participants generally appreciated the opportunity to ask questions, provide input and have an early conversation about the Comprehensive Plan Update Part 2 concepts and the proposed Urban Design Framework elements.

The meeting notes and results of the participant evaluation forms for each meeting are also included with this report as Appendices A and B.

Report outline

- I. Introduction
- II. Summary of District Mapping Conversations - by District
 - East
 - North
 - Northeast
 - Southeast
 - Southwest

Appendix A: District Mapping Conversations - Meeting Notes by District

Appendix B: District Mapping Conversations - Events Evaluation Summary and Results by District



II. Summary of District Mapping Conversations - by District

East Portland

District Liaison: Christina Scarzello

DMC #1 - May 29, 2013 - East Portland Neighborhood Office - 19 Participants
--

Discussion Questions:

1. Where is growth most appropriate in East Portland? Consider the concepts of concentrating growth and investments in centers, corridors, and station areas - will this model work for East Portland?
2. Where should neighborhood centers be located in East Portland? Consider those areas that already have characteristics of neighborhood or town centers (density, commercial zoning, infrastructure improvements) and other places that have the potential to accommodate the growth.
3. What are the best opportunities to provide for additional employment and industrial land supply? How can impacts of such uses be mitigated to maintain or enhance livability when they abut residential areas?
4. What areas have development limitations due to topography, habitat and natural resource values? How should we address development in these areas?
5. How can the city better address transitions in both scale (large vs small) and land use (commercial - residential - industrial) between different types of development?
6. Please share your thoughts on guiding principles for planners as we consider the following situations for potential land use map changes:
 - a. Density changes (increase/decrease) where infrastructure or other features supports/is lacking
 - b. Non-conforming commercial uses in residential zones
 - c. Community and pedestrian-oriented uses in areas that have auto-accommodating land use patterns
 - d. New industrial and employment areas

Key Takeaways:

- Concern about the projections for growth in East Portland, the lack of attention to infrastructure needs in the past (leading to current deficiencies) and how that will affect future growth, even if the city creates new requirements that tie infrastructure investments to new growth.
- Need to get higher wage jobs and middle-income housing/earners into East Portland (would also like higher income earners) - coupled with design regulations for multi-family and private market affordable housing. Publically-funded affordable housing tends to be more attractive and better managed than privately-owned rental properties and addresses a variety of housing needs (elderly, families, low to middle income).
- East Portland needs more of the “amenities” that draw middle/high income earners to an areas - parks (some for active uses, some for passive uses), libraries, community centers, gathering spaces, more grocery store options.
- Work with Gresham along the city’s eastern boundary - people move from one side to the other with no real distinction affecting their lives (except for the local governments that

draw the line). Police from both jurisdictions need to do the same, and also to stop over-emphasizing crime. This out of proportion emphasis on crime leads to unrealistic and fearful outsider perceptions and drives people and new businesses away. East Portlanders feel stigmatized. Police Bureau participation in the Comprehensive Plan is important because of the role of public safety in a livable community.

DMC #2 - June 29, 2013 - Midland Library - 11 Participants

Discussion Questions:

1. In East Portland, growth has occurred in several areas that have the potential to become town centers or neighborhood centers (identified on the centers map with dashed circles).
 - a. Do you think these are areas that should be identified as centers?
 - b. If so, what would make these areas more “complete” as centers?
 - c. What are their current strengths and weaknesses?
2. Proposed “civic” and “neighborhood” corridors would also be locations where more growth has been occurring or will occur.
 - a. Are these streets appropriately identified as corridors?
 - b. Would you add/remove any streets from the civic or neighborhood category?
 - c. What do these streets need to be fully realized as a civic or neighborhood corridor?
3. What are the key places you would like to see connected within East Portland and to other destinations outside of East Portland? How might existing connections be improved, or what new connections are desired?
4. How can the city better address transitions in both scale (large vs. small) and land use (commercial - residential - industrial) between different types of development?
5. Please share your thoughts on guiding principles for planners as we consider the following situations for potential land use map changes:
 - a. Density changes (increase/decrease) where infrastructure or other features supports/is lacking
 - b. Non-conforming commercial uses in residential zones
 - c. Community and pedestrian-oriented uses in areas that have auto-accommodating land use patterns
 - d. New industrial and employment areas

Key Takeaways:

- Would like to see REQUIRED commercial with larger housing developments; in commercial zones, require housing development to include commercial.
- Would like more, smaller centers in East Portland - see notes in Appendix A for detailed location suggestions
- East Burnside (light rail line) needs help. It splits the neighborhoods that it runs through. Focus on intersections first.
- All of east side needs better transit - frequency and access - especially north-south and north of I-84
- Make Gateway an ART center as well as education and health center

North Portland

District Liaison: Barry Manning

DMC #1 - May 23, 2013 - Historic Kenton Firehouse - 21 participants

Discussion Questions:

1. Do you think the idea of concentrating growth and investment in centers, corridors, and station areas is a sound approach to achieve “complete communities” throughout North district (and citywide)? Where should town and neighborhood centers be located?
2. How might relatively isolated areas or those with small markets move toward achieving a “complete communities” goal?
3. What are the best opportunities to provide for additional employment and industrial land supply? How can impacts of uses be addressed to maintain livability?
4. What areas have development limitations due to topography, habitat and natural resource values? How should we address development in these areas?
5. How can the city better address transitions in both scale (large vs. small) and land use (commercial - residential - industrial) between different types of development
6. Please share your thoughts on guiding principles for planners as we consider the following situations for potential land use map changes, such as:
 - a. Nonconforming commercial uses in residential zones
 - b. Community and pedestrian-oriented uses in areas that have auto-accommodating land use patterns
 - c. Addressing land uses and freight movement on Lombard
 - d. Rezoning golf courses in Columbia Corridor to address industrial lands shortfall

Key Takeaways:

- Need more information and clarity around concepts - particularly centers and greenways.
- Folks want data in order to evaluate options.
- There is strong support for a streetcar on Lombard, and a willingness to focus density along this corridor, however there is a lack of clarity about what constitutes higher density.
- Development in the Interstate Corridor is causing some concerns and neighbors want to refine thinking about development and the amenities needed to support new development. Also, consider shift from residential to more employment/community-serving uses.
- There are ongoing concerns about traffic congestion getting to the peninsula - particularly the Interstate and Greeley corridors. How will we plan to address traffic with future development?
- East Columbia, Bridgeton and Hayden Island do not think of themselves as part of River/Industrial pattern area. These places have unique challenges and needs - how can they be served in the future?

Discussion Questions:

1. How can the city best support a “complete communities” goal through concentrating growth and investment in centers, corridors, and station areas?
 - a. Where should town and neighborhood centers be located?
 - b. Where should “civic” and “neighborhood” corridors be?
 - c. What “ingredients” are missing in these places?
 - d. How can isolated areas or those with small markets move toward this goal? How might these places be better connected?
2. What are the best opportunities to provide for additional employment and industrial land supply? Institutions? Golf Courses? How can impacts of such uses be mitigated to maintain or enhance livability?
3. What places have development limitations due to topography, habitat and natural resource values? How should we address development in these areas?
4. What principles should guide planners as they consider possible land use changes to address each of these situations:
 - a. Differently designated Comprehensive Plan and Zoning Map areas
 - b. Split map designations on individually owned parcels
 - c. Community and pedestrian-oriented uses in areas that have auto-accommodating land use patterns
 - d. Nonconforming commercial uses in residential zones
5. What did we miss that you think is important?

Key Takeaways:

- Need more definition of Centers, Corridors and Greenways concepts
- The Interstate MAX station areas need more attention and development of plans for building a complete community
- Access to the river is important throughout the district
- There is concern about creation of more industrial land, particularly at the expense of greenspace (golf courses). Industrial land is viewed as underutilized - productivity of existing lands should be a priority.
- Streetcar is desired on Lombard and community may be supportive of land use measures needed to achieve it

Northeast Portland

District Liaison: Debbie Bischoff

Discussion Questions for both meetings:

1. What do more “complete communities” look like in NE and where might they exist and/or be desirable? a) How might these places accommodate new residents so that more people live close to services? b) Are there differences between the Inner and East Portland Neighborhood Pattern Areas in this regard? c) What are each area’s assets and what’s missing in these different areas?
2. What are the key places you’d like to see connected within NE and to other destinations outside of NE? How might existing connections be improved? What types of new connections are desired and where might they be located?
3. What principles should guide planners as they consider possible land use changes to address each of these situations:
 - a. Non-conforming commercial uses in residential zones
 - b. Differently-designated Comprehensive Plan and Zoning Map areas
 - c. Split map designations on individually-owned parcels
 - d. Rezoning golf courses in Columbia Corridor to address industrial lands shortfall (will include natural resources mitigation)

Key Takeaways:

DMC #1 - June 1, 2013 - St Charles Church - 24 Participants

- Concise definitions for concepts are needed, along with descriptions of how they vary and their implications for future development and investments etc.
- Need to acknowledge neighborhood business districts and share relationships between centers and these districts. Would like to see all centers acknowledged, not just larger ones.

DMC #2 - June 15, 2013 - St Charles Church - 30 Participants

- Participants shared their thoughts on the elements of a complete community.
- Participants provided inconclusive opinions on centers in inner Northeast Portland; whether there should be individual neighborhood centers, combined larger neighborhood center, or an expansion of the proposed Killingsworth Town Center to include a larger area of Lower Albina.
- Participants identified the need for more connections to the north (Columbia Corridor and river), south (southeast Portland) and east (Rocky Butte, Gateway).
- More dates and times for these sessions are needed, packing a lot of information and asking for input into two sessions is not ideal. Plus, more area-specific outreach and engagement is desirable.

Southeast Portland

District Liaison: Matt Wickstrom

Discussion Questions for both meetings:

1. What do more 'complete communities' look like in SE and where might they exist and/or be desirable? A) How might these places accommodate new residents so that more people live close to services? B) What are each area's assets and what's missing in these different areas?
2. What are the key places you'd like to see connected within SE and to other destinations outside of SE? How might existing connections be improved? What types of new connections are desired and where might they be located?
3. What principles should guide planners as they consider possible land use changes to address each of these situations:
 - a. Nonconforming commercial uses in residential zones
 - b. Differently designated Comprehensive Plan and Zoning Map areas
 - c. Split map designations on individually-owned parcels

Key Takeaways:

DMC #1 - June 1, 2013 - Southeast Uplift - 26 Participants

- The group had a very interesting conversation about population projections and recognized that the further out the population projection, the less reliable.
- Attendees recognized the level of discussion would not reach individual neighborhood issues and participated accordingly. However, attendees also recognized the mapping session as a necessary step before more neighborhood-specific conversations can occur.
- The group was very informed and already had a general understanding of the concepts.

DMC # 2 - June 22, 2013 - Southeast Uplift - 23 Participants

- Attendees generally agreed with the proposed locations of district and neighborhood centers but did suggest refinements such as slightly different locations or different composition.
- Attendees were interested in the implementation measures, especially those related to centers.
- Opinions on nonconforming uses vary depending on the neighborhood.
- Attendees felt strongly that design issues need to be addressed (i.e., the Community Design Standards are sub-par or area-specific design guidelines should be created) and that greater neighborhood participation should occur in development/design process.

Southwest Portland

District Liaison: Joan Frederiksen

Discussion Questions for both meetings:

Centers, Corridors and Station Areas:

1. What does a more “complete neighborhood” look like for southwest? What aspects of “completeness” should be prioritized?
2. Do you think the idea of concentrating growth in centers and certain corridors and station areas is a good strategy and beneficial to the community?
3. Given the constraints relevant to the district, and with the goals of providing improved proximity to services and complete communities, where is growth most appropriate in southwest?

Connections:

4. What are the key places you’d like to see connected? What level/type of connection is desired?
5. What do you think about having the habitat connections all around southwest function better? What are the most critical natural resources or areas of concern that should be considered for improvement or restoration?
6. What information do you need to consider these issues or questions further?

Key Takeaways:

DMC #1 - May 18, 2013 - Multnomah Arts Center - 11 Participants

- Key concern is how **implementation** of Urban Design Framework concepts and other policies will be carried out. What are the on the ground results of the policy?
- **Weave in the Green** - Use amplification of “green” features as an attractor, amenity and distinguishing aspect of the SW character into the future.
- Support for **prioritization of limited pedestrian improvements** - not on all streets but create a system that includes larger and through streets and connections to key community destinations.
- Interest in building **more capacity** and better pedestrian and commercial environment in **Hillsdale**.
- Need to further articulate and explore the emerging trend/necessity that ties infrastructure investment to increased housing and commercial activity and what that means for already deficient areas in SW.

DMC #2 - June 1, 2013 - Multnomah Arts Center - 15 Participants

- Concerns were expressed about an array of issues, including loss of community involvement and voice in land use decision process with proposed updates to Comprehensive Plan policies, impact of traffic from Tigard and Beaverton on Southwest roads and neighborhoods as those cities grow, protection of character in less dense areas and consideration of earthquake hazards in planning and investment decisions.

- Important to carefully consider Urban Design Framework designations for streets, whether Neighborhood Corridor or Greenway, because there are fewer street **connections in Southwest**, in general, than in other parts of the city. Fewer connecting streets means that those streets serve a concentrated need in terms of **pedestrian and bicycle access**. In other words, there are few lower volume streets that go through and connect the services and commercial areas thus a good degree of walking and biking happens by necessity on higher volume streets.
- Diminished viability of **SW Capitol Highway** as main street in its various segments due to traffic congestion and impacts. Attention to **SW Barbur Boulevard** via high capacity transit planning and Barbur Concept Plan is supported, and future improvements on Barbur could provide breathing room for other southwest main streets. Also, interest in designation of SW Capitol Highway from Multnomah Village through West Portland Park neighborhood as a Neighborhood Corridor.
- More work and community input is needed on options for a viable path forward for West Portland Crossroads (Town Center) in light of potential future high capacity transit and continuing concerns about existing infrastructure deficiencies, prospects of additional development and the short and long term livability in the area.
- Interest in greenway designation for the length of **SW Terwilliger Boulevard**, end to end, and protection for this unique scenic asset as the city grows.
- Due to its characteristics, and the technical and urban form implications of these, there is a heightened need in Southwest to consider proposed corridors and centers as an interrelated network and plan for intensities, form and infrastructure accordingly.

Appendix A: District Mapping Conversations - Meeting Notes by District

District Mapping Conversations - Meeting Notes by District

East Portland - DMC #1 - May 29, 2013

District Liaison: Christina Scarzello

Questions from participants:

- Was the variability in gas prices accounted for in the report?
- What is the mix of jobs projected? Is it mostly low-wage jobs or a mix of jobs, with plenty of living-wage jobs?
- Is the central city plan a part of this plan? Or are they extra? The Central City is the definition of gentrification in Portland.
- Which areas have the most projected growth?
- How will the current amenities serve this growing population? How will parks be added?
- Can we down-zone? R10 to R5? Lose potential for higher zoning, lack of bus services.
- Employment. What do you consider grandfathered-in space?
- Why doesn't the city have offices out here?

Participant Comments on Process:

- Concern: East Portland has never been an official part of the Comp Plan. A minor plan was made once incorporated to bring them into the fold, but improvements were barely made.
- BPS should get a legal opinion on the lack of the original plan for EP. What must new plan entail to help bring East Portland up to speed?
- Can the Bureau do a report on the economic impact of zoning, allowing large lots in East Portland to have multiple units and split into smaller lots. Laws don't prevent land divisions - there needs to be conversation on the Growth Boundary.

Comments by topic:

Old Multnomah County Comp Plan

- Why doesn't the City refer to the old Comp Plan for East County in place prior to annexation?
- It seems wrong that the City has repudiated the planning efforts and desires of residents that were made prior to annexation.
- Referring back to that document would help the City understand what East County residents want for their neighborhoods.

Population Growth and Density

- Concerns about the amount of vacant and redevelopable land in East Portland relative to the rest of the city - East will see the lion's share of predicted future growth.
- Is the higher rate of growth in East Portland accounted for in the projections used for the Growth Scenarios Report?
- Displacement - as gentrification from inner neighborhoods spreads eastward, previously displaced East Portland residents (and longtime residents) will be pushed out of the area.
- Proposed policy for displacement and growth: Tie future growth in East Portland to living wage jobs and housing costs
- Density should be tied to Walkability Scores
- There is a family size difference in household growth. Services are for people, not for households. If projections have people going to each district equally by household, they're wrong. The majority of households growing in East Portland will have larger family sizes.

- The first plan did not predict gentrification. Have we not learned? Are we fixing the old flawed plan or just creating a new plan based off this old one?
- I can't get the philosophy of allowing growth without jobs for wage earners and affordable housing. Put people before the market!
- These reports are representative of households, not people. The visual representation is of households, not people. People growth will be higher in East Portland than the map suggests

“Components of Complete Neighborhoods” (related to Portland Plan Slide)

- What's missing from this slide is “open space”
- 1 library, 1 community center, for an area containing 1/3 of the city's population. They have no grocery stores, no viable public transit options. They do however, have good schools. But there is an issue with open space vs. parks.
- East Portland is totally disconnected from the original comp plan
- Add quality public & private space to the list of components of complete neighborhoods.

The Police

- Discussion and policies related to Police relationship, roles, and attitudes are missing components of the Comp Plan
 - Resident concerns that the police paint an inaccurate picture of the area that is often an exaggeration or mischaracterization
 - Frightens businesses away or leads to a fearful, security-oriented atmosphere in business districts that discourages storefront businesses
- Police overemphasize crime in East Portland and make outsider perceptions unrealistic. Police keep telling a story of crime, warning store owners of dangers, painting a picture of crime, while it isn't true. New people come in, see this, and leave!
- The room agreed on the effects of the negative attitude and perception police imposes on them. They feel stigmatized. Police are at meetings scaring people all the time. They say nothing bad actually happens.
- Many resources are available for residents of Portland, but it's hard to see these resources nearby. No educational resources for adults, (PAW), charter schools, etc. Residents want choice. More than 1 library.
- Would like to see a map for East Portland's new residents that identifies resources and landmarks for them.
- Car drivers in these car-oriented neighborhoods have trouble seeing what is really happening on the streets. Transit-users also have a disconnect where they don't see what are on some of the main roads.

Libraries, Parks & Third Places

- Libraries are one of the civic amenities frequently referred to as a cornerstone of 20-minute neighborhoods, yet there is only one in East Portland, serving a population of 150,000. For most residents it is a 20-minute drive, not a 20-minute walk.
- In addition to libraries, parks, and commercial services, the 20-minute neighborhood needs to take into account functional “third places” besides parks that allow for informal gatherings.
- Parks in East Portland are generally oriented towards active uses (i.e. baseball or soccer). The area needs more parks that allow for comfortable passive uses as well.
- The library is not accessible in East Portland - it is behind a car dealership, and is only accessible by car.
- Portland has great services. East Portland is connected to each service by a large regional center, like the library. But you need to think about making each neighborhood more localized & self-sufficient. A small library branch or service in each area is much better than the large regional center that is inaccessible.

- Suggestions: Book carts, library buses, sharing books on trucks. We need shared places for libraries to have exchanges.
- Missing in EP: Places for informal civic activity.
- Rosewood: 162nd & Stark is a suggested solution, a good informal space.
- We can easily fill in the many unusable right-of-way to create new civic and green spaces. They require only small investments in time and money, and have big benefits for many.
- If places had open meeting room spaces, sponsored by the private sector, that would solve issues. Banks in 1900s used to have public rooms . . .
- Also, addressing the lot-splitting dilemma: Baby boomers are nearing retirement. They've invested their whole lives into their houses and need that money for a little fun when they retire, and to find a permanent living space. They have the right to sell to a developer who'll pay them an extra \$100,000 because he can build multiple units on their lot.
- Our community has a ton of talent and a large knowledge base - How will we utilize our talents to launch the next generation?
- We need to move beyond the old planning methods that haven't worked well for East Portland, to grasp this opportunity and decide what we want for ourselves. As a district with the population of Eugene, Oregon, we deserve more than one library!
- The City needs to recognize that East Portland needs to get up to par before we improve infrastructure for central city growth. 'Some people that are part of this new growth may have to eat it for a while'
- Missing on slide of issues is stability. Without stability in the neighborhoods and in the school district, these changes mean little. There's a revolving door at schools with kids being pushed around and not in the same school for their whole education, or even a period of a few years.
- Do people want to stay in a neighborhood after change happens? Or do they want a choice?
- The Comp Plan is dependent on PBOT's funding.
- Note: There's an issue of suburbs vs. Central City. East Portland feels it's in the same boat as North Portland, alienated by the city.
- East Portland missed the boat on funding to get up to par with the city. When they were annexed in the 90s, the money was in place but no organization to bring the towns into the fold. Now, the Portland Development Commission has less money and different priorities.
- Suggestion: Base public investments on where kids are from. It's more fair and equitable to follow the population.
- If we tie everything to money, we've already lost.
- Question for the school district: How can we upgrade schools as community spaces after hours?
- Only 25% of families have kids. Where can everyone else go? Not all community members are allowed near schools after hours.
- Question on Earthquake readiness of schools & buildings, infrastructure in the district
- Proposal: Arts investments, particularly adult outlets. There are none. Also, access to private spaces for civic functions.
- They're adding golf courses to natural features, now are they?

Investing in East Portland

- There is a competition for resources in the City/region, and East Portland has been losing out. This area needs to be brought up to par with the rest of the City - incremental changes that allow for the rest of the City to get a "fair share" are too slow.
- This area needs to be brought up to the same level as the rest of the City (in terms of investments and infrastructure) before any more major investments are made Downtown or in inner neighborhoods.
- Is there a way to invest in all areas simultaneously that brings East PDX up to par?
- EPDX wants recreation areas for all people, not just highly active people. Too many sports fields, not enough space for everyone.

- Suggestion: More neighborhood supported coffee shops, food trucks, etc. Local agriculture. Wants to see a larger node with a market, maybe a Saturday market.
- Suggestion: Celebrate culture. Agrees the area works as a node. Wants a transit line, so people from other parts from city can come and access culture. Wants a node for living - wage employment along the corridor.
- Suggestion: Streetcar Route along neighborhood. BRT along Division to Powell, from 162nd to 92nd.
- Complaint: Poor Bus Transport, this would connect all of the new nodes.
- Comment - affordability is key. Residents in East Portland are being forced to move further and further out.
- Suggestion: Put growth between parks and commercial areas.
- My address is in Portland, backyard is in Gresham. The differences between the two don't exist. They're exactly the same. The cities don't care about these in between properties and border parcels. People from Gresham interact heavily with the City of Portland, always crossing the border. Kids go to school in Portland, work in Portland, play in Portland. They have no amenities. There is a high density area across the border in Gresham.
- 148th and William has townhouses where lower levels are businesses and upper levels are houses. Gresham & Fairview have this potential.
- Mile Post 5 → Bring this idea to East Portland!
- Suggestion → Programs are needed to help raise people out of poverty, like Habitat for Humanity
- People hate moving. Apartments are built for small families but large families with refugees live there.
- Having more gardening space is a huge issue.
- There are 900 parcels of unused right of way. Use these right-of-ways as gardens, but the land is still public. Encourage development of pocket parks, community gardens in East Portland. For the community.
- Suggestion → Build green spaces, places to walk family to and through, rather than a cement park (reference to some apparently hideous cement park recently built)
- 122nd is unused space. It has potential as a center, as a main street.
- Between Foster & Powell → high density, yet no commercial to serve them. They need a cool coffee shop.
- Suggestion: Rockwood as a place with high potential for cool businesses (their concept of an outside city).
- Suggests Gresham and Portland work together, develop together, if voters approve it.
- People in one area go to another area to shop. One thing Portland can do, which Metro tried to do, is make these the new centers. Find supermarkets. People shop in shopping nodes, particularly in areas where people drive. Plan around these spaces. If people can't find their needs here, they take the MAX downtown.

Employment

- People in one area go to another area to shop. One thing Portland can do, which Metro tried to do, is make these the new centers. Find supermarkets. People shop in shopping nodes, particularly in areas where people drive. Plan around these spaces. If people can't find their needs here, they take the MAX downtown.
- Airport Way → Industrial Area. Green business development. Encourage industrial development.
- Suggestion → Establish a trade school that trains youth and provides them with skills they return to their community with - like a program that does housing insulation in Richmond, CA. Create green jobs.
- Asia & Pacific Islander communities in East Portland mostly do factory work. A lot of the jobs do not have great wages. Women work downtown cleaning. How can we create

employment in East Portland for these workers, so they don't have to worry about leaving their families and traveling up to two hours to get Downtown?

- Airport Way - huge labor force with high skill labor in East Portland.
- Comments - 146,000 residents in East Portland. 46,000 leave EP to go to work. 23,000 come to EP to work. Only 6000 live and work in EP
- Comment: A hundred languages are spoken here. It can be used to attract employers.
- Suggestion: EP as an international marketplace - that celebrates cultures and diversity.
- Wants more involvement in spaces. Not the police presence. Building a community space.
- Community involvement is messy and scares people. In truest form moves at a glacial pace. It's hard when it's the social services that are needed, not directions - based.
- It makes sense for Downtown Developers to dislike here.
- EP needs more North to South transit.

Comments from Mapping Trace Paper:

- Refrigeration, factory, hotel work, can we create these jobs in East Portland?
- Need better N/S transit
- More high tech programs
- Milepost 5 in E PDX
- Gradenina? As community builds
- 96 parcels of unused ROW - 127th ____ market, turned into garden
- Park as transition, garden as transition
- Residential off of commercial streets, not on
- Res. Around amenities like parks
- Transportation needs to grow with growth
- Restrictions for growth
- Lots of foreclosed properties east of 162nd
- Look @ Gresham/Portland border. Gresham center is a police HQ, not a 'center'! -on map?
- E.P. residents grocery shop in Gresham
- Green education building trades
 - Instate
 - Train youth
- Near Rosewood: need after school program
- Gateway east edge -Computer learning center

MAPPING EXERCISE - Transit Map

- North-South Transit - needs to be improved with better bus service
 - Streetcar: Is the streetcar economical when compared to a bus line?
 - Some East Portland residents support the local accessibility provided by streetcar (coupled with buses that provide regional mobility).
- Station Areas
 - Green Line Main Street Station - Should be an employment station?
 - Areas between station areas shouldn't be ignored
- Jobs and Economic Development
 - Better connections to jobs in the Airport Way area are needed
 - Growth is coming to Airport Way, but there are poor transit connections
 - Growing professional jobs in Gateway
- SE 136th Ave
 - This undesignated street needs a designation
 - Civic Corridor seems appropriate due to the level of use, despite the fact that it's a short run.

- BUT, if designated a civic corridor, it needs to be improved to meet standards with sidewalks, etc.
- Foster Road
 - Designated Civic Corridor, but east end should be downgraded
 - Foster & 122nd - needs Neighborhood Center designation to foster growth and an associational atmosphere
- Zoning
 - David Douglas School District needs more commercial zoning to help it grow a sustainable tax base.

Comment Cards responses:

- Key question: Because I am a stakeholder on Halsey, I would like focused growth and development on Halsey St. As active Gateway Business Association Director, I want to see Gateway commercial leases full and enough middle and higher income residents to support them. Buses, light rail and freeways, [plans (sp?) are excellent and need to be promoted. Private investment needed so Gateway will have an increased property tax base. When private developer is ready, willing and able to build a project, zoning should be flexible and planning should be affordable and on fast track.
- Foster needs to be downgraded after 136th FROM a civic corridor. Linda Bauer
- The Scouters Mtn to the springwater trail at 162nd and SE Foster currently is very dangerous. I would like to see it not opened to the public until it is safe (with crossing and shoulders).
- Please make sure plans and models include possible considerable changes in gas prices and availability.
- High density MUST include high walkability scores, if you can't increase walkability, back off the density.
- If you want to increase density, find ways to gently have more people in each household. Sharing is really difficult for many reasons and I'd argue it is the biggest hurdle to reduce CO2 emissions.

<h3>East Portland - DMC #2 - June 29, 2013</h3>

<p>District Liaison: Christina Scarzello</p>
--

Comments

- No confidence in connectivity to these centers and corridors because of street grid, failure of Gateway, poor infrastructure.
- (There are) large (swaths of) residential areas with no city services, let alone commercial services
- Change commercial zone (use regulations) to allow residential but MUST have some commercial
- Tweak zoning for areas with planned housing developments to have systems in place to introduce commercial
- Blow up the map in size and send to neighborhood coalitions
- Strip malls (EPDX is full of them) would be great for business incubators. The 162nd neighborhood center (at Stark) with commercial center with incubator
- Corridor shared with Stark, Burnside & Glisan along 148th, 162nd & 122nd. They are polar away from each other. Residents only walk to one, never to two or more.
- Create centers at 162nd and 148th and 122nd between Stark and Glisan
- (Include) more - smaller - centers in East Portland

- Remember we are interconnected with Gresham along Burnside. There needs to be an extension of the corridor, and more dialogue between all governments in this planning process.
- Powell's potential as node/corridor for business is strong between 136th and I-205 (a Main Street, or perhaps commercial corridor)
- N <-> S bus lines are needed
- 148th small nodes at Division and Powell
- 122nd North of Foster → Neighborhood Corridor ?
- Halsey & Glisan & I-84 along 162nd can have small nodes
- 122nd and Division, Rosewood at Division and 162nd → neighborhood prosperity initiatives
- Less density in proposed center along 136th
- Sketchy area on Sandy at 162nd
- De-emphasize growth and rezone along Sandy from 122nd to 102nd
- Grocery store along Sandy and 148th → Rezone to accommodate
- Isolated area above I-84 on the map. This area is important for future employment. Needs better N <-> S connections, particularly beneath freeway
- More transit N <-> S, esp. stronger frequency on 162nd and 148th
- Along Sandy, between freeway and 122nd corridor. Add 2 centers, at Sandy and Parkrose
- Halsey and 122nd, small center
- Expand Gateway to 122nd between Stark and Halsey, but keep low density between Gateway and 122nd.
- System development charge per capita, not land size.
- Regional drive-to parks
- Also, need small neighborhood parks as nodes
- Pocket parks in vacant lots
- Commercial near Douglas HS @ Stark?
- 162nd and Division is a good center
- There is a food desert at 162nd and Division. Perhaps 2 smaller centers at Division and Powell.
- Add center at Powell and across to Gresham
- More community centers in EP. There is only one.
- NPI Overlays
- Area below Foster has no services.

Corridors

- Focus on nodes on Burnside
- Stark as a Civic Corridor
- Glisan Neighborhood → Lower Speed
- Halsey Civic Corridor to 132nd
- East west gap between Sandy and Halsey
- 182nd as Civic Corridor
- Transit facility improvements along MAX lines
- Powell and Division → mobility corridor
 - Mobility corridor → circulate traffic on parallel streets
- 162nd Neighborhood corridor?
- 96th and 99th are very important
- 162nd - nowhere for peds to walk

- South end of district is bizarre because of topography
- Center at 122nd and Foster
- Slim some of the roads with planters between bike lanes and traffic.
- Add greenway aesthetics, like planters between bike lanes and traffic and create physical distance (on 122nd, Stark, Glisan, 162nd)
- N <-> S roads beneath I-84. They need help, connectivity improvements
- People in EP don't work Downtown. They need connections to where they do work, and North/South
- 162nd MAX station needs improvements
- People in EP are transit dependent. There is no alternative. They need better services and connections
- PDC has to be community driven instead of government driven
- BPS needs to facilitate PDC's connections with community. All stakeholders need to be at the table at the beginning of the process.
- Gresham's needs to be brought into the conversation and UDF plans
- Talk to police about areas of enforcement. Use them for econ. development.
- Create a flow chart of all plans, how they're connected and who to contact with questions.

Transit

- Neighborhood Corridor 96th & 99th
- Neighborhood Corridors 148th and 162nd
- Mobility Corridor: Powell & Division
- Mobility Corridor Stark through Glisan
- Cycle tracks on wide corridors and green elements
- On Burnside, don't make it a corridor, focus just on nodes where stations are
- Make Halsey a Civic Corridor from 122nd to I-205
- Improve connections across I-205, I-84 interchange
- 182nd civic corridor
- Quieter connects
- Connect to employment in the Columbia Corridor

Centers

- Food desert at Powell and 162nd
- Small centers: Powell and 148th, Division and 148th, Stark and 162nd, Glisan and 162nd, Halsey and 162nd, 148th and Stark, Halsey and 122nd
- Transportation along 148th
- Center at Sandy and 122nd, spread towards I- 205 N
- Business incubator at 162nd and Stark
- Expand Gateway as a regional center to include 122nd between Halsey and Stark, but leave the SFR in between
- Need parks near nodes! And indoor gathering places.
- Downzone area around Foster and 136th
- Keep MFR, 20 minute walk to centers
- Powell main street - commercial linear
- Need broader range of businesses
- Center at Foster and 122nd

Mapping Comments

Transit Layer

- Connect streetcar line planned near-term on 82nd with the long term one planned on Foster - they should be connected as a system, not necessarily as the same line

Centers Layer

- Need more workforce training/workforce housing
- Make Gateway the Cultural Center for East Portland
- Slower speed limit on Powell
- Change Powell to 3 lanes with Storm Water + bike
- Too few connections N-S (139th + 135th) + E-W (Only Market/Mill)
- Need connections to town centers
- Pay attention to transitions and adjacencies (between zones)
- Increase commercial designations and decrease residential designations. (Arrow at Mill Park)
- Proposed Neigh. Center at Powell and 122nd
- Increase percentage of commercial requirement on Powell
- Commercial (Foster & 122nd)
- East side of Lents Park, Holgate MAX has increased use
- Jade District (Cultural center? Chinese Garden)
- Increase variety in housing stock
- I-205 & Foster proposed center/district
 - Nonconforming Uses around Mt. Scott and Foster need to be addressed
 - Remove NC along Foster

Corridors Layer

- Mobility & Permeability (Glisan, 102nd Ave, 122nd Ave, Halsey)
- Connection to River (along 148th Greenway)
- Downzone (182nd, Halsey, I-84 area) Lack of Access
- North–South Connections
- Connect to Columbia Corridor
- Connections needed - Civic Corridor won't work without connections to Division or 122nd
- Downzone (Steele & 140th)
- Discourage development (130th & Holgate area, 3 block radius)
- Implement this trail before development arrives (New trail connecting Powell Butte to newly-acquired Scouter Butte?)
- What is Foster East of 136th? What does the Civic Corridor MEAN?
- Flavel MAX = Employment station
- Corner Market (136th & Foster)
- Silverbell Elderly 128th, 129
- Discourage development (Harold & 117th)
- Small Service Center (Foster @ 122nd)
- Access w/Botanical Garden
- No IG ??? (Harold & 104th)
- Dangerous Route (122nd northbound from Flavel)
- Super small changes due to road access/frontage. Look at functional routes (Triangle east of 205 & Foster)
- More employment with environmental buffer decreasing residential (Mt. Scott path)
- EG w/ environ buffer. More industrial/employment (Area around Rosemont School)
- Consistent road design throughout (follows path of Foster)
- Foster OK as neighbor designation

North Portland - DMC #1 - May 23, 2013

District Liaison: Barry Manning

Notes - Table 1

- Preserve North Portland character
- Enhance connections to other N'hoods
- Focus infill development into corridors & centers - supports preservation of single family character
- Reduce conflicts between freight and other modes
- Tame Lombard, improve transport choices (esp. non-auto)
- Enhance design of MF developments
- Enhance disaster & emergency preparedness -Structural risks of bridges
- Enhance Access to Transit - MAX station at Interstate connects to region
- Reduce noise conflicts with Open Space and development
- Provide access to river (every ½ mile) - "We need witnesses"
- Increase industrial density
- Fine tune Mixed-Use zoning - consider changing some high density res to employment focus
- Enhance development partnerships - Multiple landowners to realize desired outcomes & place
- Address parking management in Centers & Corridors
- Increase vitality of Denver Ave
- Sidewalk dev along Columbia & Lombard
- Improve or remove Conservation District in Kenton
 - Not achieving desired outcomes
 - Use Community Design Standards & Design Review
- Clarify Community Design Standards (and when adjustments are allowed vs. DR)
- Enhance open space & public access to river on Hayden Island
- Connectivity by bike/ped to key destinations & transit stations
- Encourage site specific design
- Revisit Columbia Corridor Plan - Be mindful of congestion
- Need safe route for bikes adjacent to Albina yards - realize Cement Road for npGreenway

Notes - Table 2

- Focus new/ infill in tight centers/corridors
- Connection between Smith & Bybee Lakes + other natural areas in district - Ecodistrict?
- UP biz area - create new neighborhood center
- Institutional zoning for UP
- Concerns about emergency planning - Bridges; hazmat
- Lombard streetcar desired → enhanced main street retail
- Density along corridors - what about SJ Beyond St. Louis?
- Buffers beyond Industrial and Employment uses; tighter control on non conforming uses
- Mix up the zoning to blend high density development better
- Arbor Lodge - connect parking w/ up zoning
- Better ped facilities along Lombard near I-5
- Conservation Districts not effective - Allows bad infill
- Hayden Island needs more access to water/parks
- East Columbia - better connectors needed via non-auto modes
- Revisit Columbia Corridor Plan
- Connections to major trails - NP Greenway; including across bridge
- Need easement along Cement Road * NP Greenway* + improvements along River Road.
- Needs public access to Columbia River- Recreational use
- Change map (UDC) designation from "Hayden Island/Bridgton?" to include East Columbia

Centers Discussion

- Where the circle is also denotes what is excluded/who doesn't get investments
- Are we including inside the circle or suppressing outside the circle?
- What other studies are related to this?
- UP "center" should be further south
- Greely + Lombard potential (Green Zebra)
- Streetcar along Lombard support nodes that serve the whole peninsula
- I-5 is a barrier - need to bridge that if you put centers there
- Make sure amenities go with density
- What's the difference between corridor v. center? Would centers come with park?
- Transportation SDC? How do we use them?
- Build in existing nodes
- Air quality is big issue that seems to be missing from the discussion - What maps/ data could we bring to quantify air quality/pollution risks?

North Portland - DMC #2 - June 15, 2013

District Liaison: Barry Manning

Notes

- Connect East Columbia and outer neighborhoods to transportation networks
- More pedestrian bridges over Interstate
- Congestion and street use around Interstate (are likely to be a problem)
- The area North of Going Street is bordered by industry on one side, which forces the center to go towards Lombard. Kenton would like a center North of Lombard.
- There is no central neighborhood center for North Portland.
- They need a river corridor between Columbia and Lombard
- Consider river taxis
- Improve access to river
- Adding a mid-Lombard center is a good idea - need to improve north-south connections
- New concept of the parking block for a center or business area. Remove parking, encourage investment, build parks. Collaborate to encourage growth by providing parking.
- Innovation hubs -Create these as a buffer between industrial and residential zones. Abandoned / underutilized lots along Columbia near I-5 need repurposing.
- Where does investment go? Details needed
- Mix up zoning along Interstate
- Inter-Bureau/agency collaboration
- What are the tools for current residents to prevent gentrification?
- Neighborhood center in Kenton
- Balance in zoning and infrastructure improvement approaches
- What is Comprehensive Plan's role in improving flexibility & innovation?
- EX & R along Interstate. Change zoning?
- Make PIR an industrial land candidate (rather than) Golf courses. Move to gain industrial land needed.
- Don't convert green space to industrial
- There is no buffer between Residential and industrial (pollution: air, noise, traffic, visual)
- Re: Note on the bluff along Swan Island

- City should attract a health/environment/education campus out near Hayden Island. CITY SHOULD CREATE A HYBRID CAMPUS/INDUSTRIAL ZONE
- Town centers need institutional/educational component
- Piedmont: How do we give it a neighborhood center? Peninsula Park is the 'center' of it physically. Place one a Lombard & Albina - Invest in a neighborhood center, perhaps with a marketplace.
- There are concerns about density vs. quality of life in North Portland. There are also concerns about infrastructure capacity.
- North Kenton: How do you bring the benefits of the Interstate Corridor and increased density into the neighborhoods further into North Portland?
- ADU program needs to be improved.
- Connectivity - work with TriMet

Centers

Summary: General approval of concept of centers, and of St. Johns as a center location.

- Suggestion for new center along central Lombard between Fiske and Portsmouth.

Connections

Summary: Improve connections, especially pedestrian and bicycle connections. Focus on improving connections to natural areas and adding bridges across the railway ravine.

- Prioritize crossing of the railway ravine. The ravine creates lack of connectivity between the two sides of North Portland. Additional bridges for pedestrians/bikes are needed. Ask Union Pacific to maintain their (ill-maintained) bridges (for peds/bikes/autos??) in the area.
- Prioritize connections to and through natural areas. These include the rivers (Willamette, Columbia) and the Willamette bluff oak savannah. The natural areas are an asset of North Portland that cannot be accessed. Residents would use access facilities if they were available- they need access.
- Improve connections between existing greenways and natural areas and amenities.
- Recognize the potential for connectivity to Swan Island through the oak savannah/bluff. Connections to Swan Island, from Overlook and the rest of North Portland, that can be maximized exist through existing path in northern section of the oak savannah/bluff.
- Add a cycletrack along Willamette Boulevard.
- The point where Killingsworth and Willamette meet is an important connecting node.

Other

- **Light rail stations** - should be a place for community, connectivity, and a place to 'hang out.' There needs to be a much stronger sense of place and access to amenities at light rail stations.
- **Greeley** - Make it more bike/pedestrian friendly
- **Industrial redesignation of golf courses** - Not at Heron Lakes (not close to Bybee Lake- industrial impacts on lakes will be more harsh than golf course impacts)
- **Transit** - Support for Streetcar- or BRT "at the very least" - in North Portland. Not along Lombard (??) - Lombard should be bikeable/walkable.
- **Electric vehicles** Make stations available in St. Johns, especially industrial area- for workers
- **Education** about the presence and availability of natural areas needs to take place on transit/Max.
- **Trails** need to be on the project list.

Northeast Portland - DMC #1 - June 1, 2013 - St Charles Church

District Liaison: Debbie Bischoff

Comments

- There is interest to verify/check the industrial land inventory; the finding, “shortage of industrial” is being questioned. Staff will connect participant Tamara DeRidder with BPS Economic Planner to review data;
- How does Growth Scenarios Report address the issue of job and housing balance? Also, why is the range of growth (high/low) very wide for the NE District (16000-40000)?
- Participants requested a copy of the PowerPoint Presentation
- Interest/concern around commercial mixed-use: parking, quality of life, etc. cited as the reason;
- Affordable housing is a big concern - namely aging in place, and the role of ADUs
- Have a hard copy of Growth Scenarios Report sent to ____;
- It may be better to keep non-conforming uses in its current state - as this leads to flexible land use;
- High level of community interest in the CET grant for studying mixed-use commercial zones;
- Based on the “centers” map, an emerging theme for discussion is “community desire” vs. “centers typology” (Town center vs. Neighborhood center);
- Future topic -“A look at Design Review”;
- Maps need to add “Neighborhood Business Districts”;
- What are “Neighborhood Centers” and what is their relation to existing business centers like Beaumont, Alberta etc.;
- Role and nature of “Centers” vs. “Corridors”;
- Discussion is required regarding the relationship between “nature of investments” (public/private) and “designation of Centers”;
- What is the intended hierarchy & scale of centers?
- Participants had some questions around the nature of the planned exercise -“conceptual” vs. “aspirational”
- Smaller centers (neighborhood scale) should be all over the City; some dissatisfaction with identifying just a few centers (Bob Granger);
- Role of institution/school in the community - service provider and jobs provider -the role of Concordia University (Madeline);
- What is the difference between ‘neighborhood station’ and ‘urban station’?
- Issue for Concordia neighborhood -Lombard-Columbia Wall?
- Show “Broadway” on the map;
- Role of “Going St.” -not directly connected to Wilshire Park;
- Thomas Cully Park? Show in split zone/non-conforming;
- Participants are more concerned about radically different uses next to each other than density and split zoning;
- Concern about loss of green space to industrial uses;
- Parking spots for affordable housing?
- Participants wish current centers would be on layovers;
- Comment from evaluation cards: Regarding the forecasting of data -how accurate have these numbers that Metro states been in the past? Why is it important to have these designations -neighborhood center, town center, business center, etc. -does it affect how future development will proceed?

Comments Card Contents

- How is goal 5 being updated for NE Portland? Specifically, there was no archeological study done west of NE 82nd to determine Historic Village sites & sacred sites;
- Give participants PowerPoint copies. Place 1 staff member at each table to cut side conversations;
- There was a lot of repetition of the idea that one size doesn't fit all. Will that be applied to residential areas, so that we can address the problem of developers demolishing existing houses and building massive (and unaffordable) houses? A setback + height that might be reasonable for a larger lot in East Portland is horrible in the older, inner neighborhoods;
- Concordia University, 2811 NE Holman St., is committed -in partnership with Portland Public Schools, Faubion School, local neighbors, community organizations and nonprofits - to creating a national model age "3 to Ph.D." This "education corridor in NE Portland" will address the fall education continuum to ensure all people fulfill their potential. The Concordia neighborhood would be a "Superhighway to college." Wrap around services, involving collaboration with community organizations and nonprofits and health & safety will be key to this Concordia -Faubion as a community 'hub' is key. Investment is anticipated to be \$30M with construction completed by summer 2017 (5 yr). *Could a growing, thriving education hub also be desirable for locating public investments, businesses, etc. nearby/adjacent? Could this be a focused area/effort for more/al;
- Great workshop but a couple of limitation/gaps: Transportation in general, including NE 82nd as a state highway and I-205 as outer boundary, however it defines traffic and therefore the biggest negative quality of the neighborhood is through traffic.
- What kind of new jobs? What kind of land use is needed? What zoning is required? Hierarchies of corridors? How does the implementation of the policies work? How do we get the right uses in there? What will lead the framework? Clarify with simple visuals → Corridors (like patterns)

Northeast Portland - DMC #2 - June 15, 2013 - St Charles Church

District Liaison: Debbie Bischoff

Warm up Exercise comments:

"What makes a complete community?"

- Common outdoor space
- Wide range of ages and appropriate housing diversity
- Safe and walkable
- Vibrant commercial businesses that serve the immediate neighborhood (neighborhood-serving businesses)
- Organic grocery - any
- Balance pedestrian & vehicular traffic
- Bus service
- Access to nature
- A library, hardware store & post office
- Viable public elementary school
- School ground/park within walking distance
- Job opportunities for community
- Safe transportation for all modes
- No brownfields
- Transit at all hours that connects inside the neighborhood as well as to downtown and other regions
- Affordable housing - including a mix of housing types and a range of affordability

- Opportunity for community to have a voice
- After school activities -e.g. SUN Community School program
- Clean air and water
- Parking for condos, etc.
- Trees & canopy
- More accessibility options for people to get around, especially for those with physical challenges
- Coffee shops & other community gathering spaces
- Sidewalks
- Identity/character/sense of place
- Sense of history
- Community policing
- Churches/spiritual centers

Mapping Conversations comments:

Table 1
Centers

- There are concerns about traffic in proposed Killingsworth Town Center. The center itself makes sense, but with the streetcar added there are concerns that traffic would extend past capacity.
- There are questions about the Lower Albina/Mississippi conglomerate center area.
- All transit in NE goes East-West.
- Some of these proposed center areas will be mostly developed by the time the final Comp Plan is released. It is not 'new' in this sense.
- Services are going in on Fremont St. near MLK, Jr. Blvd. But the density is not following. Why is this? Zoning?
- Sandy Blvd./72nd Ave/Fremont St. needs a larger center connecting neighborhoods
- There is a food desert at MLK and Ainsworth.
- Some participants voiced that there needs to be more mixed use zoning along MLK Jr. Blvd. Some disagreement suggests that single-family dwellings need to be preserved. There was a battle decades ago against density.
- There are concerns about NE Portland being overbuilt, not having infrastructure or services necessary to accommodate or handle new growth.
- The central employment zone along Williams is not working. All of the development is residential. There are no jobs, and minimal mixed-use developments. Perhaps change this zoning to a commercial zone with lower height limits; change zoning to not allow residential.
- Albina Community Plan's intention was to increase employment.
- Need more local services along 82nd Ave. & Sandy Blvd.
- Need to improve 82nd Avenue's infrastructure, increase residential and improve/reconfigure the street.
- Development already coming in Williams St., more over Boise/Eliot - the market will bring the residential and commercial. The city needs to bring other services like library, parks, and community centers for complete neighborhoods.

Connections

- Expanded bike lanes.

- Fix Going Street. There are potholes, unclear connections.
- Find new North<->South arteries.
- 28th Ave. is not easy to cross.
- Connections to Gateway are needed.
- Overall improvements in pedestrian and bike infrastructure.
- Sandy was resurfaced, but bike infrastructure was not improved. Sandy Blvd. needs bike lanes.
- Bus routes - 24 does not replace 33 well.
- Broadway St. needs a road diet.
- Biking across Sandy Blvd. in Hollywood is a nightmare; needs reconfiguration.
- Bike/ped improvements are needed in the heart of Hollywood.
- Connectivity north to green areas needs improvement.

Zoning

- Develop a criteria (objective, but also based off of history and context) for what exactly is a non-conforming use. Existing businesses cannot expand or improve if they are in nonconforming zone. So they flounder until they go out of business. City can't rezone because of threats from wrong uses taking over the space. There needs to be a new type of commercial zone for certain uses permissible inside residential areas.
- Acceptance of non-conforming uses.
- Truth in Zoning.
- Make something you want to preserve viable.
- If non-conforming uses are accepted by neighbors, why not allow it?
- Maybe redo non-conforming and what it entails.

Table 2

Neighborhood Centers

MLK-Alberta Neighborhood Center

- Higher density along MLK Jr. Blvd. Some think there is less potential for density along Alberta than planned.
- There needs to be a better job buffering single family homes and taller buildings.
- Limited parking in Alberta. Where will people accompanying the new growth park?
- Perhaps parking is short term concern if city is successful in transitioning population to alternate transit modes.
- Overall disagreement over MLK-Alberta as a center without additional density.

42nd Avenue Neighborhood Center

- More businesses that serve the neighborhood.
- Residential 10,000 (R10) parcels should be rezoned to Residential 5,000 (R5) as proposed by existing Comprehensive Plan.

Mississippi-Williams Neighborhood Center

- Participants could not decide if it made sense for a center to be here, and if they should be one unified center or if each corridor should maintain its own identity.

Connections

- Some believed that the proposed streetcar should be on Alberta rather than on Killingsworth St. because that's where the activity is and there's more opportunity for development.

- Others disagreed, noting that there were many vacant parcels on Killingsworth and thus much opportunity for redevelopment, that Alberta was too narrow for streetcar, and that the streetscape had recently been rebuilt and that those improvements would have to be torn out for streetcar on Alberta St.
- Improve bus transit.
- Bus service to downtown is getting increasingly worse. . The Killingsworth St.-82nd Avenue bus, the Prescott St.-57th Ave. bus, the Fremont bus, the 33rd Ave.-Broadway bus, the 42nd Ave. bus, none of them go downtown.
- Extend greenways to edge of district. Like the one that ends at 67th Ave. instead of Rocky Butte, and the 40's bikeway that ends at Killingsworth instead of Columbia Boulevard, or the river.
- Poor access to the Columbia River from the neighborhoods.
- Prioritize Columbia slough trail.
- Bicycle infrastructure improvements needed at Parkrose light rail station.

Miscellaneous

- Disagreement over whether non-conforming commercial uses should be rezoned; if you do then you can't control what undesirable uses move in, but if you don't then undesired uses will remain forever (i.e. an auto shop can only ever be an auto shop)
- Voluntary inclusionary zoning, i.e. bonus height for affordable housing, and that all zoning should be very low unless affordable housing is provided, to force the market to build more.
- Potentially increase the use of Transfer of Development Rights (TDR).
- Sandy needs amenities to serve as a civic corridor.

Table 3

Comments on map trace layers

- Along 82nd Ave. from the Banfield Expressway to Sandy Blvd., there are strips of commercial comp plan designations that are bordering the existing commercial zoning that would make the commercial zoning really deep, if changed. Why is this suggested? Is this supposed to accommodate big box stores? We don't want big box stores and are concerned about that possibility.
- There are very difficult ped/bike connections around the Parkrose Transit Center (92nd Ave. and the Banfield Expressway). Prescott or Alberta need to be a continuous **greenway connection** through the area. 89th as a **greenway connection**.
- Sandy Blvd. and 42nd Ave. could be 2 different types of civic corridors, to distinguish. 42nd Ave. could be a neighborhood corridor.
- 57th Ave. between Halsey and Fremont should be a Neighborhood Corridor.
- 57th Ave. and Sandy Blvd. is a bad intersection.
- There was not agreement in the group on the desired density for 42nd Ave. Neighborhood Center.
- Proposed Killingsworth Town Center makes sense - it builds on existing services. Should there be more parking though to accommodate additional cars?
- Not sure that MLK Jr. Blvd. should have "downtown" densities.
- More commercial zoning along Cully Blvd in the proposed Neighborhood Center.
- There is a big gap in services between Cully - Sandy/72nd - Parkrose centers [to the north].

Comments on flipchart

General

- Should the proposed Killingsworth Town Center extend to MLK Jr. Blvd? It seems like there is a lot happening around there - perhaps consolidate? Then you could move the Albina neighborhood center east.
- It's hard to get to services in Central NE.
- Need to strengthen connections to downtown (via transit), **especially from NE areas east of 42nd**.
- Cully seems isolated.
- Proposed neighborhood centers are only areas with commercial centers.
- Beaumont doesn't want to be a neighborhood center.
- There is no grocery store at all along 82nd, north of Burnside.

Are there principles or guidance the City should use when thinking about Comp Plan Map changes?

- Unless you can really do an in-depth public process that involves neighbors, you shouldn't change the zoning.
- Helensview School shouldn't be an industrial use. We would like to see it as Open Space (OS).

Transportation System Plan (TSP) Comments

- Map walking to centers and making sure that access is available to adjacent areas
- Transportation planning is missing "centers" as part of figuring it out
- What improvements/priorities to street plan?
- Who will pay? Existing property owners or the city?
- Neighborhood residents want city to be open to finding revenue streams to fund sidewalks, etc.
- Low income neighborhoods can't form Local Improvement Districts (LIDs) to provide sidewalks (catch 22).

Evaluation and Comment Card Remarks

- June 15, 2013. My evaluation applies to both events, June 1 and June 15th. I commend Debbie Bischoff and BPS on a marvelous job. Thank you! We have our fingers crossed on the Metro Community Planning and Development Grant for mixed use zoning and look forward to working with you all. Sincerely B. Brewer, Chair. Sullivan's Gulch
- Difficult to find overlay areas in relation to base map
- We need more follow-up events; I look forward to continuing these conversations, if nothing else, through focused mini-workshops at the neighborhood coalition land use & transport committee meetings.
- The corridor to civic center designations seem to only focus on places where density is high or can be increased. This seems to ignore other areas that provide a lot of services or resources to residents. A lot of Fremont is a good example of this. It would be nice if the comp plan took into account how these areas interact with other areas.
- There was some confusion during the map discussion on what to focus on. More structured facilitation needed. Add ground rules, perhaps? Multi-layered process can be difficult to present and discuss. Area conversations may have helped.
- While it is beneficial to hear from reps from other areas, having groups organized within a closer networking area might make for a more focused discussion.
- Excellent work laying out the nature of comp plans and the goals for the earnest planning effort. Highly accessible and informative.

- Too much concentration of bicycle areas and corridors. This was not a bike meeting but infrastructure discussions seemed to center on bike access and interface. Not sure this meeting added much concrete information but was good for seeding future conversations.
- Emerson & Sumner function as east-west bike/ped connectors between Alberta and Killingsworth, but both hit a wall at NE 15th Ave. Can this be remedied? It looks like just one sidewalk of one house would be needed to create a thorough bike/ped connection to serve 30+ blocks. Can the city make the property owner an offer?
- 1) Send us a list of things/ideas from the warm up exercise. 2) Is there any impact to zoning and building compliance when the neighboring property is recognized as historic. I.e. if the new project requires significant footings for support and/or foundation would the building have to use practices that would not impact the historic architecture and put it in jeopardy.
- Thank you for holding these mapping exercises. One item that might not have made the map: ped/bike crossing on NE 89th at Killingsworth to Cascade Station
- What is the relationship between transit stations and centers? Looks like there is a lot of focus on the corridors/centers; what will happen to the neighborhoods if you talk about growth/accommodating new housing. How proceed change if people don't want change?? I would suggest a better hierarchy for the corridors and make a complete network (with PBOT) - a lot of connections don't connect on the map. Nice job on getting the community involved in planning! Discussions are getting very detailed though. We have to plan for cars; there will be more people, so more cars. Parking, connectivity, etc.

Southeast Portland - DMC #1 - June 1, 2013 - SE Uplift

District Liaison: Matt Wickstrom

Comments

- Locations for potential neighborhood centers - not already shown on transparency maps (72nd & Flavel, 68th & Foster, Powell & Milwaukie, Westmoreland, Tacoma Station area, Powell & Foster, 42nd & Division, 52nd & Belmont,
- Locations of candidate or possible streetcar lines
- Ideas for potential Belmont-Hawthorne-Division town center to include areas east of Cesar Chavez and Clinton
- Improvements for potential civic corridor (Cesar Chavez)
- Attributes of station area (Holgate)
- Questions of how to encourage historic reuse
- Location for potential town center (82nd & Stark)
- Considering smaller "corridor nodes" rather than neighborhood centers (Division)
- How much commercial is the right amount and how can ground floors of buildings accommodate residential or commercial as dynamics change?
- More street activity and vibrancy on main street (Woodstock)
- Bicycle and pedestrian improvements to transit stations, potential neighborhood centers, transit streets and the Willamette River (82nd & Stark, 30's and Powell, Ladd's Addition area, Bybee Station, Brooklyn, Springwater Corridor Trail, Reedway across heavy and light rail tracks, Clinton Station, Eastern neighborhoods and MAX Green Line).
- Stormwater and habitat corridors.
- Industrial lands opportunity near MAX orange line and Holgate.

Southeast Portland - DMC #2 - June 22, 2013 - SE Uplift

District Liaison: Matt Wickstrom

Comments

- Suggest neighborhood-led checks and balances of where infill can happen
- There are concerns of single family infill, lot splitting
- We're running out of single-family house capacity
- There is no yard space on divided lots. The family-sized houses aren't designed for families.
- Work with Tri-Met to improve bus service & timing.
- There were questions on the timeline/priorities/engagement within the timeline
- 82nd Avenue - looking nice, or an eyesore?
- Design issues exist for parking lots. Parking for meetings like this.
- Lack of design standards, appropriate to current neighborhoods.
- How do you integrate the standards into base consumer zones NOW
- Can design review be built into new zoning?
- During the recent parking uproars, parking was fixed but the design of the buildings was completely ignored.
- Find a way to require developers to come to neighborhood associations early in process so neighbors know what's happening and can have a voice.
- Southwest stations → Drew new town center and moved another (drawn in green)
- Can people see previous comments for a parcel/intersection on the online map tool?
- Between 12th and Cesar Chavez, there are no N ↔ S bus routes
- Improve the standards to handle truck traffic on main avenues

- Place higher density around centers
- Around 17th & rail to Milwaukee, from the 42nd area to Milwaukee, along the spring water corridor; improve connections, particularly between 37th and 42nd
- Good connectivity to new MAX station on southern border.
- '20s bikeway' will improve connections.
- C-zoned areas are all residential. They're ignoring mixed use or the employment, the lots' original purposes
- Commercial zones need to be changed so you can't build only residential in them. Particularly high density residential.
- If zoning can still allow for residential, then make changes.
- Creates non-conforming uses.
- There are two issues: What the market drives, and what create non-conforming uses.
- Residents just want predictability. To know what to expect to get built.

Table and Chart Pack notes:

Assets: Character & Farmers Market in Milwaukee

Issues

- Moving freight through SE
- 12th & Clinton challenges
- Powell is a huge issue
- Neighborhoods want control over where density goes. AKA along Powell
- Lack of street activation due to multifamily with no ground level commercial

Goals

- Increase in impervious surfaces due to new development
 - Need balance
 - More greenspaces and green infrastructure in other places
- Better connections to Milwaukee
- Truck loading /unloading, esp. considering new development and businesses
- Deal with Powell - Design crossings, traffic calming, turning left (North) on to/off of Powell is difficult, need more turn opportunities
- Form-based code is recommended for residential and multifamily, including F.A.R.'s
- Focus new density on Powell and Burnside, and other wide streets like 82nd, Foster, C. Chavez, Sandy
- Focus efforts in areas that aren't working, not just finessing the ones that are working.

Needs

- Parks
- Local grocery stores/neighborhood markets/corner markets
- More civic spaces than churches and coffee spaces
- Day care centers
- Limited commercial zone within neighborhoods
- Better and more frequent crossings at Powell → Maybe ped/bike overcrossing bridge
- Better N-South Connections:
 - 60th → 84th
 - 12th → Cesar Chavez

- Connections to river generally
- Air quality along corridors
- Enhanced connection to ____ bike path at N 37th/42nd and at McLaughlin near new transit center

New Table

1. Woodstock -Neighborhood Corridor
2. 60th and Glisan -NC
3. Belmont -Hawthorne -Division -expand to 52nd & include Clinton

60th and Glisan needs more businesses

- Has grocery
- Has density
- Needs parks/gathering places
- Needs place-making
- Needs safe routes to schools
- Has tons of transportation
- Needs transportation connections (sidewalks to TC) and bike stations

Woodstock

- Has banks and hair salons
- Has complete service district
- Extend neighborhood center to 52nd
- More commercial zoning to 52nd
- Needs master plan for unimproved roadways
- Needs public plaza places
- Needs key unimproved roads paved (those parallel to Woodstock)
- Planning for compatibility and long-term livability
- Space for gardens and tree canopy
- Needs fun destinations

Hawthorne-Belmont-Division

- Area extending to 52nd hub on Hawthorne and Chavez Center
- Needs more multi-family
- Needs tourist housing
- Needs zones with deeper commercial (2 blocks on each side)
- Needs north-south bike and ped connections
- Needs ped connections through long-blocks
- Needs cycle track on 20th
- Needs streetcar on Chavez (grade Chavez @ Woodward.)
- Has good variety of stores and grocery
- Has connections to medical
- Has great transit
- Needs plaza on Division
- Needs cycle track on Chavez, Powell, Hawthorne
- Narrow Chavez

Foster

- Expand Lents T.C. to include west side of 82nd
- Needs active transportation (cycle track)
- Has big lots
- Needs dense housing -mixed housing types and transition
- Needs overall investment
- Needs enhanced multi-cultural to SFR identity, production space for artisans/craft
- Needs grocery
- Needs gathering places

82nd + Glisan/Stark -two linked neighborhood centers

- Include both Stark and Glisan
- Needs transportation connection between Stark and Glisan.
- Needs safe routes to schools
- Assets, business, transportation, density
- Needs bike connections
- Need bike/ped access across I-84 and to MAX (82nd and 60th) and across I-205\
- Include E. Montavilla in East Portland Action Plan
- Needs planning/investment
- Green up business districts (Stark, Glisan and 82nd)
- Needs employment and offices, not used car dealerships.
- Pleasant bus shelters
- Public art and sidewalks improvements
- Safe connections across 82nd and to grocery stores

Connections:

- Across I-84/MAX stations
- 20th is missing cycle track (may require removing parking)
- Across Powell including to Powell Park
- Safe crossings on 82nd
- Integration of Springwater Corridor Trail
- Getting to 122nd and Foster. (active transportation)
- Quality of road and bikeways degrade as moving further east.

Question 3: Nonconforming

- Change back to commercial
- Concern that it could encourage tear-down
- Historically you don't see uses convert to new zoning
- Current zoning doesn't match Comp Plan
- Raise to higher designation
- First consider character of community
- Neighborhood input to guide design
- Improvement needs to occur in conjunction i.e. unimproved streets next to Woodstock-signals.
- Affordability and housing in CT. Diversity to support HH with kids.

Mapping layer Notes:

Transit Maps

- The area on Woodstock Blvd between Cesar Chavez and 52nd needs better connections to surrounding communities.
- Streetcar proposed on Chavez from Holgate to I-84
- Green up connection and stops along high-capacity transit routes
- Green space for playing (one in our neighborhood) [between Glisan, Stark and 82nd Ave
- Transit station [at 82nd and I-84] becoming neighborhood center?
- Curb extensions / concrete cuts for trees along bus. Districts
- Transit station [at 60th and I-84] becoming a neighborhood center.
- [referring to the candidate streetcar line on Thorburn between 60th and 82nd] Move to Glisan, the old Montavilla line. There is more density and commercial. [Cuts down 82nd to MAX station from Glisan]
- Regrade Chavez for streetcar [area around I-84]
- Streetcar on Belmont should be on Hawthorne for better spacing of transit lines.
- 2 lanes, streetcar and cycle track on Hawthorne.
- 20th - cycle track improvement N-S connection [From Broadway to Division]
- Tibbets to Taggart. Regrade Chavez to 8% for streetcar.

Corridors

- Proposed greenway on Flavel from I-205 to 52nd
- Unimproved roads need improvement to help mitigate traffic that comes with growth [between Woodstock and Duke, 52nd and 72nd]
- Cycle Tracks on Powell and Foster
- Make Chavez an actual civic corridor. Widen road and install cycle tracks
- Add twenties bikeway to UDF
- Connect Springwater Corridor Trail to MAX
- Connections from neighborhood to Springwater
- Improve connections between Tacoma, McLaughlin, and surrounding commercial areas
- Connections somehow (ped/bike) [Tacoma & McLaughlin area]
- Station area plan needed [Tacoma & McLaughlin area]
- Connections from neighborhoods
- UDP Proposal - bikeway from S.E. Bybee to Oaks Park. Scratched because of 'stairs?'
- Ped/bike connection proposed across McLaughlin at Reedway
- Connection across Powell. Potential greenway from Holgate to Tibbetts along 33rd.
- Connect Brooklyn to river [at Holgate]
- Rail Tunnel [Gladstone and 22nd]
- Redevelopment Opportunity [Industrial Zone between Holgate, 17th, 28th, and Reedway]
- Safe connection to light rail [Holgate through Industrial Zone between 17th and 26th]
- Bike/ped crossing across Powell. Rebuild Pedestrian bridge [between Taggart and Pershing at Gideon]
- Springwater Corridor add to map
- UDF - Add greenway along 17th then Division westbound.
- Add a cycle track on 20th south from Tillamook
- Need bike way finding signs on Hawthorne
- More depth of commercial - spread CS zone [Hawthorne at Cesar Chavez]

- Cycle tracks on all civic corridors
- Regrade Chavez from Tibbets to Taggart to 8% grade for streetcar
- Good E-W Mobility from Belmont through Clinton, but poor N-S Connectivity from 22nd through 50th
- Neighborhood center at Division and Chavez
- Regrade Chavez at Senate for streetcar
- Connect bikes to MAX at 60th
- Add future Sullivan's Gulch bike trail to UDF
- Bike lanes needed on Burnside from 76th to I-84
- Existing greenway on 87th between Washington and I-84
- Pike/ped crossing needed over I-84 between 87th and 88th

Centers

- How to preserve Ex - Historic reuse benefits in zones
- Neighborhood node at Flavel and 72nd (to encourage 20 minute neighborhood characteristics)
- 62nd to 68th on Foster 'Heart of Foster' should be a neighborhood center. Echoed 4 times.
- Heart of Foster is in need of family businesses and grocery store
- Extend the Woodstock Business District on 52nd to Flavel and Holgate
- Potential Neighborhood center at Holgate and Woodstock.
- More street activity and place. Retain vibrancy by evaluating expansion opportunities on main street
- Better access to Milwaukee
- Center at Powell and Chavez
- Between Chavez and McLaughlin, Springs Blvd and Woodstock Blvd: 'R-7 District'
- Tacoma and McLaughlin as a potential neighborhood center. Echoed 3 times. This should be addressed in more detail. City of Milwaukie is developing a plan for the development of this area. Take a look at what they're doing.
- Neighborhood station at Bybee - Not potential neighborhood business district.
- Keep and expand R7 zone at Steele and 34th
- Mixed use [along 28th from Holgate to SE Woodstock]. Potential neighborhood center. Connected to SE Moreland. Potential employment overlay similar to central east side.
- PCC will have meeting space when renovated
- Potential center at 13th and Tacoma. Echoed twice.
- Reexamine zoning at Milwaukie border and 13th, and near 6th and Sellwood.
- Potential town center at Bybee and Milwaukie
- Reexamine zoning of commercial areas around Milwaukie Blvd and McLaughlin in light of no MAX station. Maybe more appropriate as industrial because of increased truck traffic.
- Good bike/ped connection route [82nd and Glisan area]
- Stark and 82nd. Expand commercial zoning north of Stark, 80th to 81st. Show larger "potential Neighborhood Center" and shift westward.
- Existing bike greenway on 87th near I-84
- Bike/ped overcrossing needed to connect 87th greenway to future Sullivan's Gulch trail.
- Neighborhood center at 60th and Flanders?
- Node at 49th and Stark?
- Non conforming use area at 32nd and Couch
- Neighborhood center at 12th and Stark?

- Explore expansion of H-Bel-Div Center boundary to include Division & Clinton (seconded).
- More multifamily deeper in neighborhoods.
- How much commercial zoning is enough but not too much? How can ground floor units go from commercial to residential and back again as the economy changes?
- What about smaller corridor nodes as important mini-centers to strengthen?
- Nodes at 50th and Division
- Opportunity for employment center and neighborhood services on Division near Chavez
- Need better connections across Powell in the 30s
- Incomplete Community at Milwaukie and Bush
- Pedestrian crossing over RR lines near Clinton Station. General connectivity around the stations.
- Consider rezoning 'non-conforming uses' to 'C' something compatible for business and neighbors.
- Lots of potential at Division and 15th

Southwest Portland - DMC #1 - May 18, 2013 - Multnomah Arts Center

District Liaison: Joan Frederiksen

Warm-up mapping exercise: “Thinking geographically, what is special to the SW? What are your values? Think about a place or places that are particularly special or unique to you in the context of your community and Portland?”

- Hillsdale - thru was with single lanes before & after
- Multnomah Village - area around 26th should emphasize creek headwaters
- Marshall Park, Tyron Creek (link to superfund site in Lake O.), L+C Law School - all important assets
- Bus to Law School - dangerous walking from bus to law school
- Trails - many are on unimproved Right of Ways
- Multnomah Village is a place, ped friendly + cars are secondary. Hillsdale could be the same, how to get there?
- Ash Creek - Smith school is an asset, local children are bussed quite a distance away, would like to see it reopened. Kids disbursed to various other schools where Multnomah intersects Garden Home Road needs attention fractures NA.
- Woods Park needs more attention.
- With lack of sidewalks, trails are important.
- Hillsdale - parking is an issue, Hillsdale could be a good night spot.
- Terwilliger Parkway is lovely, an asset but also lacks parking.
- Fundamental aspect of SW is its green-ness
- Need for ped safety - priority system.
- With development don't require pedestrian improvement, have a system of priorities. Leave sidewalks off of the little streets/lanes.
- Hillsdale needs a visionary approach

Presentation - Comments and questions

- Is there some component of the plan that addresses preserving what we want to keep? The components of 'local character' -you can lose small bits and before you know it the character is destroyed.
- In representing CP comments, maybe you can summarize those comments that get at the less tangible, less land-use jargon type issues?
- Like with Smith School - the closure affects the character of the neighborhood. Part of what happened there is the school district changed the boundary so kids that could walk are in a district with the school far away.
- (we understand that the city does not affect SC Boundaries. . .)
- Staff comment - the city is looking at where growth will occur, and we will be partnering with the School District to bring them into the picture and they will do their outreach better.
- Marquam - preserving special places - if there is no mechanism built-in to monitor health of a place so we know if we're succeeding . . . concern about implementation.
- Chapter that talks about implementation tools. That's a good place to start
- One issue with plans is they are either not vetted enough or are vetted too much. Too many buckets to put things in & the buckets don't go together well. The city is trying to find ways to bridge those gaps.
- A way to address industrial lands shortfall might be to connect industries with large campuses so we can advance the thought industry and reap benefits of synergies of innovation and industry
- How about going up? Can't keep spreading/sprawling with our industrial/institutional campuses. Design with nature, minimize footprint, go tall with multi-story buildings. Chicago has good examples

Growth Scenario Report information

- Check: Is there a performance measure for disaster recovery?
- Staff comment: POEM is putting together a plan to partner with the comp plan or recognize that CP provides an op. to do a plan
- Cost benefit analysis necessary when there is a lack of resources, should be added to performance measures.
- Staff comment: Trimet does review the city's priorities and takes it into consideration when doing their planning. Chicken/egg issue with transit service.
- Q - where do these projections come from? / ask because PSU does projections & they said the Smith Catchment area would lose families with children, but the aging population. There has been turning over to young families. That fact makes me question this data.
- Staff comment: Metro + PSU do this data and communicate.
- The city knows where building permits are happening and where infrastructure is located. The city takes the Metro/PSU + census data + our own data to make our best assessment of where growth will happen. Also follow trends.
- Adult foster care is also going on big time
- Mapping- thinking about perceptions of SQ - look at studies from Barbur Concept Plan. There are 2 ways of thinking about SW, either as part of city/urban, or as suburban.
- Topographical map would be very helpful.

Note Taker #2

- Implementation: how do we actually achieve the desired (and supported) policy direction
- Mechanisms to preserve what we value about SW?
- Re scenarios analysis: add performance measure for disaster recovery and a measure related to cost benefit analysis for public investments Use nature as a tool - Hillsdale for example, plantings could make it really stand out as SW - intensify the green
- High-rises should have higher landscaping standards
- Hillsdale: require by regulation streetscape and buildingscape continuity
- Plan for more confined areas to promote aliveness
- Make the centers mix a cohesive one - a mix of what people want and be as flexible as possible.
- Grease tracks to get places going
- Transformation of parks: create additional good reason to be there by creating indoor/outdoor cafe at a beautiful spot. It will activate the place more hours of the day and provide income to the park for maintenance. (example - Gabriel park has a gorgeous rain forest in its center... others acknowledged the conflict with Park's preservation/restoration goals)
- Tie industrial and institutional land uses to advance needs and address land shortfalls
- Critical shortsighted ness/flaw: Need a river bus service and facing more development onto the river (Australian city given as example)

“Parking Lot” comments (concerns expressed but not related to meeting objectives):

- Desire for a digested version of the comp plan, with some call out for geographic specific areas of relevance
- Smith Elem School closure in Ashcreek Neighborhood - impact on livability
 - Demographic was obviously going to flip as oldest ceded way to new families, who now have to bus their children - 3 different schools receive Ashcreek kids. Impacts livability. Need for PPS and city to better coordinate and consult with NA.

Southwest Portland - DMC #2 - June 1, 2013 - Multnomah Arts Center

District Liaison: Joan Frederiksen

- 1) *Mapping exercise. "Thinking geographically, what is special to the SW? What are your values? Think about a place or places that are particularly special or unique to you in the context of your community and Portland?"*

Exercise reporting - called on limited number of voluntary responses from participants

- Hillsdale has good access to library, schools. However need a better sense of Town Center with higher density, a little more walking and community feeling rather than zooming through traffic. This is caused in part by there being too many lanes in Hillsdale TC. Also need improved pedestrian crossings.
- Likes Multnomah Village (MV) and it has a lot more potential because of the pedestrian feeling off of main strip. Disappointed that this center wasn't encouraged in the Main Street program by the City [Portland Development Commission with the National Trust for Historic Preservation] with all of the handicaps the City faces.
- Disappointed with City and PPS in regards to Smith Elementary School closure. Families are moving in and out, and it doesn't appear that that new population with children is being considered, especially younger families. I hope school district will do this. Families aren't able to send their kids there and are bused much farther away.
- The Garden Home pump stations are a fiasco, where the City is putting in new pump station on top of another pump station.
- Transportation - Bike, pedestrian and trail improvements off of main traffic areas in the neighborhoods are needed. Build those out so pedestrian and health-minded users can have improved access.
- Concerned about significant population growth in Tigard and Beaverton and impacts of this traffic on main roads like Beaverton Hillsdale and other Southwest roads and neighborhoods. Wonders how City is considering these impacts and others related to that population growth.
- Alpenrose Dairy property is community minded, useable by community, providing needed open space.
- Also Hayhurst School has been supportive of broader community and provides meeting space. There is a great relationship with the principal as well.
- Heartened by new Cedar Sinai development going in on Beaverton Hillsdale that will provide independent housing for special needs adults. Provides opportunity to live independent with family living close by.
- Terwilliger Parkway and open space is a jewel of the city. However, the character of the parks have been compromised because they sit in the narrow corridor providing access to the City from the South and now the parkway is threatened as a resource and deserves attention.
- Lewis and Clark College, it is a benefit and yet is ambitious to grow, renting out facilities or hosting sporting events. This overwhelms the neighborhood because we don't have the infrastructure, parking and there is a lot of noise. Individuals to give input on LU decisions on a private organization's land. The citizen involvement is currently part of the Comp Plan and the LU process. L & C has lobbied the City for greater flexibility on campus activities.
- Capitol Highway is a significant corridor. It has mixed income housing, services, libraries, Multnomah Arts Center, businesses, schools, etc., but there's a glut of traffic. This is a big area for study and development. Capitol used to be our main street, but now Barbur Plan improvements through transportation and increase density should ease a lot of tensions.
- Barbur Concept Plan is a positive step.
- Raleigh Hills Town Center - on Beaverton Hillsdale Highway - is a big issue and needs strong hand and City of Portland involvement.

Comments or questions during or after Urban Design Framework presentation:

Re Town Centers:

Question: Is there a numerical distance [for town centers]? *Response: Joan (J) & Mark Raggett (M): Yes. Hillsdale and 1 mile diameter range*

Question: Why is Multnomah Village a Neighborhood Center instead of Town Center?

Response: J: zoned capacity and constraints of where it is located, we can get into this more in the table discussion.)

Re Connections:

Question: Lineal population area like Center? *Response: J: Mixing and matching - will depend on the context*

Comment: Neighborhood Corridor is important because that is all we have for our Greenways, in SW this is where we walk and bike, as well as drive because we lack connectivity and improved streets. The greenway concept fits more on the east side. *Response: M: Some overlap, but not all solutions are applicable in every district of the City.*

Re Greenways:

Question: Development capacity along these areas? *Response: J + M + Denver (D): No is the short answer, but we can discuss. There are changing elements. They do serve as connections.*

Re past annexations and pattern area:

Question: Are we looking at any new annexations? *Response: J: Not currently.*

Post presentation questions or comments:

Question: Transportation is cutting to get downtown, but we aren't seeing the investment of bus and light rail in our neighborhood, even though there is a population and density to support this? *Response: Denver: Yes, we are working with TriMet. We are working on SW Corridor Plan and Barbur Blvd. We recognize that this won't serve every part of SW, but TriMet is looking into gaps of service, frequency, routes, future lines, how is this system going to be feeding high capacity transit. There is work and collaboration.*

Comment: The speed and rate that cars are driving is well above the posted speed limit, so police enforcement is important and consistent speed limits between Washington, Multnomah Counties and as they enter Portland City Limit. [Re: SW Beaverton Hillsdale Highway]

Question: Width and size of street to handle traffic. In Hillsdale there are at least 5 speed limits that aren't consistent so it is hard for drivers to interpret. Possible to get rid of all of this and stay consistent regardless of lanes or widths, etc? Signage, speed limits and width, the City should really look at these elements. Standardize solutions to keep in consistent. *Response: D: Part of the concept with Corridors is to provide the right cues to the modes of transportation.*

Intro to mapping exercise

Comment: Biking is difficult in great part because it is hard to leave my neighborhood safely - actually within 1.5 mile radius of my house - versus feel more comfortable where there are striped lanes, like on Barbur. (Ashcreek)

Mapping exercise Table 1:

- Homestead: Marquam Hill - as Neighborhood Center; OHSU as City's largest employer has the jobs; also has some housing and commercial potential for people that work there. Concerned that SW Corridor bypasses Marquam Hill. (Anton V.)

- Incorporate major earthquake impacts into plans. HCT Tunnel option may be a priority, but what about hazards? (Claire C-E)
- Capitol Highway as neighborhood corridor. (Marianne)
- Raleigh Hills - Not successful planning effort
- Multnomah Village Neighborhood Center - If West Portland TC & Raleigh Hills TC don't pan out - what impact will there be to Multnomah Village (could be redevelopment)?
- Staff mentioned that the anticipated/allocated growth considered the past 15 year development trend, constraints like Infrastructure, stormwater, and zoned capacity
- Town Center (TC) designation seems reasonable (Hillsdale)
 - How it is developed is critical
 - West Portland TC still under 'cooked' but has potential
 - Boundary is a question. Has library, PCC, businesses, less constraints than other areas of SW
 - There is a market reaction to a lot of commercial build-up
- Beaverton Hillsdale Highway - potential high residential but has Fanno creek and narrow corridor
- Garden Home neighborhood center?
- How are we going to handle linear corridors? Will be bubble out at certain nodes? Or will there be a narrow 150 foot area with wall between businesses and residences? Do we need another tier down from Neighborhood Corridors?
- 'Accessible' (ADA) Walking to transit and grocery stores is a high priority. Garden Home Road very limited and no safe access - can't walk to Lamb's or Multnomah Village safely. Provide one level [equal] of infrastructure.
- Tigard expanding commercial and expanding roads but not safe pedestrian access. SW Corridor still early on. Tigard expanding parkway to get to Walmart, but not pedestrian facilities.
- Prioritize our investments. Growth and Equity: accessible access to transit, trails are not accessible
 - Tier 1 - 5 year key investments Tier 2 - 10 year investments
- BRT is a soft commitment; LRT easier for bike users to use. Smaller buses 15/20 move more frequently.
- Buses don't all have to go Downtown!
- City should aggressively prompt discussion of Raleigh Hills TC
- Macadam Neighborhood Center. Joan raised liquefaction soils question, is it good to focus growth in an area we know to have certain hazards? Responses ranged from technical fixes to the idea that if we go to more stories we must train residents to go up the stairs instead of down, since the buildings will be sinking.
- Hillsdale - possibly willing to take higher density in the R7 and R10 areas.
- Have had problems getting new development to go higher. Now doing things small scale and one at a time. In the triangle parcelization seen as obstacle.
- Hard to get people to do multiple stories or think base infrastructure
- Possible to consider re-delineating to higher densities transitioning over time
- Currently have 6 buses to downtown and it's way easy.
- How do we prioritize investment if it takes 25 years. Should we focus on other - WPTC?
- Example of change of thinking. Example of rebuilding town center in a weekend. We need to start somewhere. Not ideal now but can get there.
- Responsibility on part of the City to put in facilities, don't wait for developer. South Waterfront is an example of this.
- Connections: PCC? Sellwood?

- What type stations among Barbur Blvd.?
 - Platform above or below Barbur between Terwilliger and Hamilton. People can then step up or down to transit, trail, or water. Create a John's Landing transit center?
- What about the feeling that SW didn't accept its share of growth -except South Waterfront?
- Look at attractions
 - Unique characteristics
 - Tree canopy
 - Mosque
 - PCC
- Greenways
- Anton: Terwilliger Corridor. Should connect all the way to Downtown.
- Network of greenways. Not enough to get people out of their cars- have to drive to get to greenway network.
- See bikeway plan for solutions to help with connections.
- Greenway gaps must be filled
- Vermont could be a good bike way
- Need to address 50's cul-de-sacs East side more successful at alleys/lanes, rear vehicle access. Add arteries through the back of some longer blocks to reinstitute/clean front blocks. Keep machines and people in different spaces.
- Where possible, is there a designation/addition that allows for this type of site design as part of the UDF concept? Courtyard - condos housing
- Challenge is to buy properties or improve public right of way. PBOT should have a land acquisition program like BES/PPR for connections or rear lot access pattern. Target key properties for purchase for ROW improvements!
- Vegetation management and undeveloped/paper streets key.
- Improve bikeways.
- Signage critical to help people identify and use greenways
- Need safe access to Gabriel Park off of 45th
- Increase connections. Red electric important: Shattuck, Dolph + Bruegger (R of Ways)
- Ashcreek (62nd connection to Bar. Ped/bike)
- Neighborhood Corridors (Vehicular/Ped/Bike convenience)
 - Multnomah
 - Hillsdale
 - Lewis & Clark
 - Capitol Hwy
 - Multnomah Blvd./Garden Home Road
- Special meetings in areas of low income.

Mapping exercise Table 2:

Centers and Corridors

- o Density circles need to be half the size
- o Mixed housing and employment along with transportation. We are facilitating commuters, instead of having places where we people can work and live in one area. Is Barbur part of this approach and not a conduit? What is the right mix of uses along these corridors?
- o Transitions in use from density levels. We are looking at growth areas, and there are transition area
- o Protect the people in these less dense areas

- o Zoning changes were made to keep the character of the neighborhoods
- o Hayhurst has ghettoized people to corridors. Quality housing and Affordable Housing need to be the same. Zoning along those corridors so there access needs to be quality and safety. Mindful of the unintended affects of affordable housing and corridor placement. Can we ensure pedestrian, bike and transportation safety?
- o There could be more multi-family along Capitol Highway and Multnomah Village
- o PCC Sylvania doesn't want more housing built around them. It is not a resident dorm area. Shrinking the blue [multi-dwelling zones] and not expanding it.
- o These are areas of equity - people who access these services need places to live near them and that are affordable. Can we make it concentrated and attractive and affordable through location and zoning?
- o West Portland should be smaller
- o Hillsdale
- o Multnomah Village
- o Taylor's Ferry is a neighborhood center
- o Marquam Hill
- o Homestead
- o Shattuck
- o What does affordable mean? What are the uses and needs of people who live in these housing options?
- o ID crosswalk improvements, speed limits, signage,
- o It is hard to make Economic Development (ED), CD and housing choices without a comprehensive, multi-agency plan on the transportation weirdness issues, plans, challenges, funding, etc.
- o Portland should decide the growth, and not try to suck all of the employment into the City limits
- o We are facilitating the transportation for day-trippers into Portland
- o Equivalents to stops on transit are stops for future Economic Development.
- o Barbur is underdeveloped even though there is space
- o No consensus on West Portland Crossing - work on viable option
- o Transit could improve day-trippers and increase mixed-use and improve crossing safety for non-car uses
- o Make it a Barbur Parkway
- o Need police enforcement that matches Beaverton and Washington County
- o Concern about placement and approvals of liquor licenses, and nature of businesses (unattractive businesses) location in neighborhoods and along corridors

Complete Neighborhoods

- o Little shopping, not big shopping
- o More than one Neighborhood Association needs to work together to address Economic Development
- o Not all neighborhoods want the same thing
- o Keep the ability for public input in planning each neighborhood, instead of the top-down City planning approach
- o City inclusion needs to work for low-income folks both in place and location like Cedar Sinai for elders and others. And go to Bike Shops
- o Live Work and Play people
- o Safe Routes to Schools should be a major consideration

Connections

- o No grid, fewer options
- o Direction about choices and limited space
- o Success at Neighborhood Level: Illinois Greenway has started to slow speed down and deter turn-off traffic
- o The type [grade level] of school it is determines transportation modes and frequency
- o Terwilliger is going in the opposite direction - safety is not improved by auto-centric approaches, which has made traffic going faster. Pill Hill traffic is part of this process.

- o Too much concentration in the inner City with jobs and residential towers
 - o City has to consider reverse patterns between East and West trends
 - o Have the amenities on the road match the plan for those roads in relation to their area
 - o Make sure funds are in place before concepts and ideas are shared and brought to the public
 - o Having a framework is good because of the changing elements of planning - politics, finances, etc.
 - o Do we concentrate zoning or do spread up-zoning
 - o Public investment in business to create jobs in these zoned areas, and is there finance to perform this. ED encourages businesses, but also reflects these placement goals that we want to accomplish (dense housing, affordable housing, etc.)
 - o What about a little SW bus that shuttles people among neighborhood and town centers
 - o Electric Buses with on-demand scheduling
 - o Neighbors lost service with closing of #1 bus
 - o Nodes and corridors will only work with enhanced public transit at the right cost for low-income populations, which means the population should be concentrated
 - o Smaller format grocery stores with a district-central distribution center
 - o Do we get our fair share of services compared to other areas of City? Basic levels of services, increases in density and change with little to no infrastructure
 - o Make all new development require sidewalks
 - o Concrete creates runoff and violates environment and harms them
 - o We don't want improvements. Improvements mean we become a thru street with more traffic. So every neighborhood needs to be addresses one at a time for sidewalk assessment
 - o Maplewood is a success story for an experiment in regards to greenways.
 - o Inclusive housing in City priorities - it is a regional or state issues
 - o "They are not good neighbors."
 - o Are there other city actions that can make them "less of a destruction?"
 - o Are there remediations for these landlords
 - o Managers need to encourage better behavior. They need training. Managers aren't enabled to address these issues. New Columbia is an example. Stevens Creek Crossing.
 - o Private landlord renting a slum project, code enforcement around livability and safety. In Collinsview they rent to college students.
 - o Zoning in isolation. You don't just plopp houses, you have an inclusion of services and this needs to be matched by zoning. Free market and private sector drives a lot of these services. Social services in Neighborhood House; Senior service and bringing these organizations into the Neighborhood Association.
- Environment is big in this area
- i. Improvements
 1. Tailored to each neighborhood
 2. Permeable sidewalks
 3. New technology should be considered
 4. Low-impact requirement for any projects in the Hills
 - ii. Enhancements
 - iii. Preservation areas
 1. Next to Cedar Sinai
 2. Natural Park
 3. Tryon Creek both sides of hills
 4. Riverview Cemetery natural area
 5. Metro Wildlife Corridors
 6. Use existing City Maps and PBOT
 7. Beaver Creek
 8. Fanno Creek
 9. Red Electric Trail

10. All existing parks. "All of SW is an environmental area."

11. Consider tax abatement for private lands with public trails coming through their land: win-win

- iv. Soil consideration, it isn't permeable in a lot of areas which makes it difficult to work with permeable technology
- v. Again, no cookie cutter solutions for every neighborhood in the City
- vi. Better access to the River, John's Landing, and the City for all modes of transportation
- vii. South waterfront should become greenway, not industrial or residential
- viii. Little swales are working, like in the parking lot in the Multnomah Center
- ix. City can help us get to the natural areas with signage, tracks and promotion (Smaller Sunday parkways)

Neighborhood Corridors

- Vermont
- Boones Ferry
- Pomona
- 45th
- Multnomah Blvd.
- Lesser
- Haines
- Terwilliger down to the South
- Taylors Ferry

Other items

- Infrastructure should keep up with development
- Concern: Citizen input making a real difference on the ground

Appendix B: District Mapping Conversations - Event Evaluation Summary and Results by District

District Mapping Conversations - Event Evaluation Summary

Evaluation Cards and Comment Cards were available at each DMC for participants to comment additionally on the process or content of the event. Some events had them on each table while others handed them out near the end of the event. Evaluations received from each event do not necessarily reflect the events' attendance or the opinion of the whole group present. Some evaluation and comment card written responses were combined onto the evaluation card - therefore some content related comments were received with the evaluations.

Overall Evaluation

Below is a record of evaluation results across the DMC series as a whole. Responses were generally positive, though some participants indicated need for more clarity on next steps in the process and how their input would be used. There are split statistics present to compare the effectiveness of the first, more informational meeting, with the second, which generally included more concrete map-based discussions. The first five meetings elicited a total of 51 responses. The second five meetings elicited 44 responses

Questions:

- 1) I learned something about a topic of interest

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response
First Meetings	51.0%	47.1%	0%	2.0%	0%	0%
Second Meetings	63.6%	34.1%	0%	2.3%	0%	0%
Overall	56.8%	41.1%	0%	2.1%	0%	0%

- 2) This event provided an opportunity to ask questions of importance to me

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response
First Meetings	45.1%	47.1%	2.0%	3.9%	0%	2.0%
Second Meetings	54.5%	43.2%	0%	2.3%	0%	0%
Overall	49.5%	45.3%	1.1%	3.2%	0%	1.1%

- 3) This type of event adds value to the planning process

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response
First Meetings	58.8%	37.3%	2.0%	0%	0%	2.0%
Second Meetings	59.1%	36.4%	0%	2.3%	0%	2.3%
Overall	58.9%	36.8%	1.1%	1.1%	0%	2.1%

4) The workshop materials were presented clearly and in a manner that was easy to understand

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response
First Meetings	41.2%	54.9%	0%	2.0%	0%	2.0%
Second Meetings	34.1%	56.8%	6.8%	0%	0%	2.3%
Overall	37.9%	55.8%	3.2%	1.1%	0%	2.1%

5) The length of this event was

	Too Short	Just Right	Too Long	Neutral	No Response
First Meetings	17.6%	70.6%	7.8%	3.9%	0%
Second Meetings	20.5%	68.2%	6.8%	0%	4.5%
Overall	18.9%	69.5%	7.4%	2.1%	2.1%

6) The workshop clearly presented next steps in the process

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response
First Meetings	9.8%	74.5%	2.0%	11.8%	0%	2.0%
Second Meetings	29.5%	61.4%	4.5%	2.3%	0%	2.3%
Overall	18.9%	68.4%	3.2%	7.4%	0%	2.1%

7) The workshop information clearly explained how my input will be used

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response
First Meetings	5.9%	60.8%	3.9%	27.5%	0%	2%
Second Meetings	15.9%	56.8%	6.8%	15.9%	0%	4.5%
Overall	10.5%	58.9%	5.3%	22.1%	0%	3.2%

District Mapping Conversations - Results by District

East Portland - DMC #1 - May 29, 2013

District Liaison: Christina Scarzello

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest		1		
2 - This event provided an opportunity to ask questions and voice opinions		1		
3 - This type of event adds value to the planning process		1		
4 - The workshop materials were presented clearly and easy to understand	1			
6 - The workshop clearly presented next steps in the process		1		
7 - The workshop information clearly explained how my input will be used		1		
	Too Short	Just Right	Too Long	
5 - The length of this event was		1		

Open ended comments from the evaluation cards:

Key question: Because I am a stakeholder on Halsey, I would like focused growth and development on Halsey St. As active Gateway Business Association Director, I want to see Gateway commercial leases full and enough middle and higher income residents to support them. Buses, light rail and freeways are excellent and need to be promoted. Private investment needed so Gateway will have an increased property tax base. When private developer is ready, willing and able to build a project, zoning should be flexible and planning should be affordable and on fast track.

East Portland - DMC #2 - June 29, 2013

District Liaison: Christina Scarzello

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	4			
2 - This event provided an opportunity to ask questions and voice opinions	4			
3 - This type of event adds value to the planning process	4			
4 - The workshop materials were presented clearly and easy to understand	2	2		
6 - The workshop clearly presented next steps in the process	2	2		
7 - The workshop information clearly explained how my input will be used	1	3		
	Too Short	Just Right	Too Long	
5 - The length of this event was		4		

Open ended comments from the evaluation cards:

- Good job & thanks for keeping us in the loop
- Address Infrastructure Deficiencies on a need basis, not potential economic return on investment
- Deemphasize or downgrade high density residential along 136th
- Increase system development charges to pay for infrastructure. Base Sacs on PER CAPITA capacity in residential zoned areas. Sacs for big box commercial should be taxed at a higher percentage of square foot than small scale commercial.
- In areas with storm water issues consider how high FAR, small floor print on large parcels with lots of green space.

North Portland - DMC #1 - May 23, 2013

District Liaison: Barry Manning

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	6	7	1	
2 - This event provided an opportunity to ask questions and voice opinions	9	4	1	
3 - This type of event adds value to the planning process	7	6		
4 - The workshop materials were presented clearly and easy to understand	9	4	1	
6 - The workshop clearly presented next steps in the process	9	1	3	
7 - The workshop information clearly explained how my input will be used	7	1	6	
	Too Short	Just Right	Too Long	
5 - The length of this event was	2	8	2	

Open ended comments from the evaluation cards:

- Not enough agencies/departments participated. Relationships and issues of environment and industrial land and institutions/commercial were not adequately described or explained/examined.
- Major players are not involved publicly. Thus the plan's major points are being developed behind closed private doors.
- Emergency preparedness needs to be addressed.
- Add air shed mapping + planning considerations.
- Maps & info was clear & pretty understandable
- Need port, EWI & Swan Island reps to have fruitful discussion
- Control conversation to stay on track or reduce information time and increase discussion time.
- Bring the statistical analysis for each city plan. I need more numbers to make an informed decision.
- Needs to be a clear level of differentiation between town centers and neighborhood centers. Level of investment and incentive priorities need to reflect the hierarchy of center designations. Thank you! P.S. more land use incentives for new institution establishments.
- St. Johns as a development node is incompatible with extended use of a truck route across the St. Johns Bridge

North Portland - DMC #2 - June 15, 2013

District Liaison: Barry Manning

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	2	5		
2 - This event provided an opportunity to ask questions and voice opinions	3	4		
3 - This type of event adds value to the planning process	3	4		
4 - The workshop materials were presented clearly and easy to understand	6	1		
6 - The workshop clearly presented next steps in the process	5	2		
7 - The workshop information clearly explained how my input will be used	4	1	2	
	Too Short	Just Right	Too Long	
5 - The length of this event was	3	3	1	

Open ended comments from the evaluation cards:

Great job in presenting difficult, complicated concepts

Need a way to bring to our neighborhood. Get specific into needs for our 'hood.

Northeast Portland - DMC #1 - June 1, 2013

District Liaison: Debbie Bischoff

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	10	5		
2 - This event provided an opportunity to ask questions and voice opinions	9	5		
3 - This type of event adds value to the planning process	12	3		
4 - The workshop materials were presented clearly and easy to understand	8	7		
6 - The workshop clearly presented next steps in the process	2	12	1	
7 - The workshop information clearly explained how my input will be used	1	11	3	
	Too Short	Just Right	Too Long	
5 - The length of this event was		13	2	

Open ended comments from the evaluation cards:

- Thank you - nice job!
- Thank you, Debbie + Co!
- Well done!
- Being a first time invitee - I feel I have an introduction to what my community will become and how I can and will have an avenue for input
- Would like to know how comments made on favorite site in our neighborhood will be used
- How is Goal 5 being updated for N/NE Portland? Specifically, there was no Archeological Study done west of NE 82nd to determine Historic Village sites & Sacred Sites -TDR
- Would have liked a copy of the power point presentation to make notes on for my own reference later on.
- To avoid side conversations while Debbie is talking put 1 staff person at each table
- There was a lot of repetition of the idea that one size doesn't fit all. Will that be applied to residential areas, so that we can address the problem of developers demolishing existing houses and building massive (and unaffordable) houses? A setback + height that might be reasonable on a larger lot in East Portland is horrible in the older, inner neighborhoods.
- Concordia University, 2811 NE Holman St., is committed -in partnership with Portland Public Schools, Faubion School, local neighbors, community organizations and nonprofits -to creating a national model age "3 to Ph.D." This "education corridor in NE Portland" will address the fall education continuum to ensure all people fulfill their potential. The Concordia neighborhood would be a "Superhighway to college." Wrap around services,

involving collaboration with community organizations and nonprofits and health & safety will be key to this Concordia -Faubion as a community 'hub' is key. Investment is anticipated to be \$30M with construction completed by summer 2017 (5 yr). *Could a growing, thriving education hub also be desirable for locating public investments, businesses, etc. nearby/adjacent? Could this be a focused area/effort for more/all?

- Scott. Sumner.neighborhood@gmail.com Great workshop but a couple limitations/gaps: Transportation in general. 1a) NE 82nd as state highway 1b) I-205 as outer boundary but it defines traffic + therefore the biggest negative quality of our neighborhood - THRU TRAFFIC
- What kind of 'new' jobs? What kind of land use is needed? What zoning is required? Hierarchies of corridors? How does the implementation of the policies work? How do we get the right uses in there? What will lead the framework? Clarify with simple visuals → Corridors (like patterns). NPI 'Our 42nd Ave'

Northeast Portland - DMC #2 - June 15, 2013

District Liaison: Debbie Bischoff

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	9	5	1	0
2 - This event provided an opportunity to ask questions and voice opinions	6	8	1	0
3 - This type of event adds value to the planning process	10	4	1	0
4 - The workshop materials were presented clearly and easy to understand	6	7	0	0
6 - The workshop clearly presented next steps in the process	3	9	1	0
7 - The workshop information clearly explained how my input will be used	3	8	3	0
	Too Short	Just Right	Too Long	
5 - The length of this event was	2	11	2	

Open ended comments from the evaluation cards:

- June 15, 2013. My evaluation applies to both events, June 1 and June 15th. I commend Debbie Bischoff and BPS on a marvelous job. Thank you! We have our fingers crossed on the Metro Community Planning and Development Grant for mixed use zoning and look forward to working with you all. Sincerely B. Brewer, Chair, Sullivan's Gulch NA
- Difficult to find overlay areas in relation to basemap
- We need more follow-up events; I look forward to continuing these conversations, if nothing else, through focused mini-workshops at the neighborhood coalition land use & transport committee meetings.

- The corridor to civic center designations seem to only focus on places where density is high or can be increased. This seems to ignore other areas that provide a lot of services or resources to residents. A lot of Fremont is a good example of this. It would be nice if the comp plan took into account how these areas interact with other areas.
- There was some confusion during the map discussion on what to focus on. More structured facilitation needed. Add ground rules, perhaps? Multi-layered process can be difficult to present and discuss. Area conversations may have helped.
- While it is beneficial to hear from reps from other areas, having groups organized within a closer networking area might make for a more focused discussion.
- Excellent work laying out the nature of comp plans and the goals for the earnest planning effort. Highly accessible and informative.
- Too much concentration of bicycle areas and corridors. This was not a bike meeting but infrastructure discussions seemed to center on bike access and interface. Not sure this meeting added much concrete information but was good for seeding future conversations.
- Emerson & Sumner function as east-west bike/ped connectors between Alberta and Killingsworth, but both hit a wall at NE 15th Ave. Can this be remedied? It looks like just one sidewalk of one house would be needed to create a thorough bike/ped connection to serve 30+ blocks. Can the city make the property owner an offer?
- 1) Send us a list of things/ideas from the warm up exercise. 2) Is there any impact to zoning and building compliance when the neighboring property is recognized as historic. i.e. if the new project requires significant footings for support and/or foundation would the building have to use practices that would not impact the historic architecture and put it in jeopardy.
- Thank you for holding these mapping exercises. One item that might not have made the map: ped/bike crossing on NE 89th at Killingsworth to Cascade Station
- What is the relationship between transit stations and centers? Looks like there is a lot of focus on the corridors/centers; what will happen to the neighborhoods if you talk about growth/accommodating new housing. How proceed change if people don't want change?? I would suggest a better hierarchy for the corridors and make a complete network (with PBOT) - a lot of connections don't connect on the map. Nice job on getting the community involved in planning! Discussions are getting very detailed though. We have to plan for cars; there will be more people, so more cars. Parking, connectivity, etc.

Southeast Portland - DMC #1 - June 1, 2013

District Liaison: Matt Wickstrom

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	8	9		
2 - This event provided an opportunity to ask questions and voice opinions	8	7	1	
3 - This type of event adds value to the planning process	8	8		
4 - The workshop materials were presented clearly and easy to understand	7	9		
6 - The workshop clearly presented next steps in the process	2	14	1	
7 - The workshop information clearly explained how my input will be used	1	10	4	
	Too Short	Just Right	Too Long	
5 - The length of this event was	4	13		

Open ended comments from the evaluation cards:

- Eliminate East Bank I5 Freeway - see Buckman Community plan for specifics. Make neighborhood centers 1/2 to 1-mile apart. Improve bus service - headway -- At least 20 OFTA Fwy. Reduce speed limits by 5-10 mph. Tax gasoline to fund improvements. Use large RR area in Brooklyn for open space, Rec improve identity to each neigh. Use schools for public use community center for all. Develop vacant properties in centers and corridors. What about affordable housing? Improve neighborhood voice in development process. Use the river more. Put limits on big trucks in residential neighborhoods. Make convenience stores have higher quality food and fresh vegetables. Consider a totally new zoning style.
- Always difficult to make space for a large group to comment. That said a small percentage of (mostly male) participants were the primary drivers of discussion
- Concerned that not all the communities were represented
- Larger space would be good
- I want to be sure the 14 or so zoning issues on Hawthorne are dealt with. IE deal with the commercial buildings/properties which were (down) rezoned residential in 1980. ie Perfume House, Hawkins Hardware + more. Do you need the list again? Nancy nchapin@tsgpdx.com
- The zoning map will be key. Zoning titles need to accurately describe what they mean. Example: R5 = R5 or R3?
- 1) I like focus on 'East side' to not be confused or complicated with west side issues. 2) Always nice to hear and see what other neighborhoods are thinking and are concerned about.
- Event was great but a bit too rushed. With a group motivated to show up on a Saturday they should be willing to spend more time there. Next time consider a four-hour event.

- Wish we had a larger space to meet so the tables were further apart and we could have more participants. Good job covering a lot of territory! Great participants. Thank you!
- More time for public comments/questions in the whole group - too much time is taken by city presenters; ability to give opinions depends on willingness to essentially make off-topic comments/questions. Also, I question communal (often individual) drawing as a good way to plan.

Southeast Portland - DMC #2 - June 22, 2013

District Liaison: Matt Wickstrom

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	8	8		
2 - This event provided an opportunity to ask questions and voice opinions	9	7		
3 - This type of event adds value to the planning process	9	6		
4 - The workshop materials were presented clearly and easy to understand	4	10		
6 - The workshop clearly presented next steps in the process	5	11	1	
7 - The workshop information clearly explained how my input will be used	2	10	2	
	Too Short	Just Right	Too Long	
5 - The length of this event was	3	11		

Open ended comments from the evaluation cards:

- I think we need to talk more about a few things: 1) Community Center at (Washington?) High in Buckman. 2) N/S bike and ped routes across Belmont/Hawthorne/Division and POWELL, particularly around mid 20s avenues. 3) Some formalization of a list of design guidelines and/or suggestions for making new development preserve/maintain/conform with existing neighborhood ARCHITECTURAL CHARACTER. 4) Ideas for soliciting wider grassroots community input, perhaps by QR codes that take users to a short survey, possibly with ability to upvote others' responses
- thank you!
- I would strongly recommend that written comments be included on the GIS online interactive maps (not just adjust lines + circles) so that others can see these edits/suggestions. Also would like to see an option with online maps showing comments to agree/disagree with comments. This has been done in other planning processes I have seen and it is useful to help identify priorities
- Best wishes Matt - Roger@Hawthorne
- (too short to cover everything we were trying to cover). Space felt crowded and noisy. Hard to hear people at the table because of other conversations in the

room - all very important. Had complaint from participant with hearing impairment. Wish there could have been more participants, more new people, more underrepresented group members. Needed a strategy for mixing participants at their tables so inner and outer SE were represented at each table in discussing Neighborhood Centers.

- 1) Ensure all communities have safe access to schools, parks & grocery. 2) Zoning aligns with neighborhoods & transit stops
- What's sorely missing in current code and should be a strong element in future code is all the tools at the city's disposal to influence sensitivity to context in re: infill design. E.g. height restrictions based on surrounding existing homes . . . retaining old trees + access to garden space as much as possible, "daylighting" standards to ensure light and airspace between homes (Also pertains to fire safety), etc. Some neighborhood design standards + review power would be nice

Southwest Portland - DMC #1 - May 18, 2013

District Liaison: Joan Frederiksen

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	1	3		
2 - This event provided an opportunity to ask questions and voice opinions	2	2		
3 - This type of event adds value to the planning process	4			
4 - The workshop materials were presented clearly and easy to understand	1	3		
6 - The workshop clearly presented next steps in the process		2	1	
7 - The workshop information clearly explained how my input will be used		2	1	
	Too Short	Just Right	Too Long	
5 - The length of this event was	3	1		

Open ended comments from the evaluation cards:

- 'Powerpoint' is boring. Consider using more engaging presentations with 'Keynote'. It would be nice to have handout in PDF format in advance of the meeting . . . Maybe on a web page customized for the meeting, with links to the handouts? As tablets (e.g. iPad) become widespread, folks may prefer this to paper handouts . . . and it makes sharing with others easier.
- The staff did a good job of presenting and listening.
- Suggestion: identify the expectations & expected outcome/input desired. Do this up front & check with those in attendance what they expect. Overall it was a very good meeting - good job - keep it up!
- Process confusing! Complete community? Emergency management component in design is critical to plan!

Southwest Portland - DMC #2 - June 1, 2013

District Liaison: Joan Frederiksen

	Strongly Agree	Agree	Disagree	Strongly Disagree
1 - I learned something about a topic of interest	2			
2 - This event provided an opportunity to ask questions and voice opinions	1	1		
3 - This type of event adds value to the planning process	2			
4 - The workshop materials were presented clearly and easy to understand	2			
6 - The workshop clearly presented next steps in the process	1			
7 - The workshop information clearly explained how my input will be used				
	Too Short	Just Right	Too Long	
5 - The length of this event was		2		

Open ended comments from the evaluation cards:

- I learned rather than giving much input. 2nd event very effective interactive session!
- Marquam Village' area immediately west of OHSU should be considered as a Neighborhood Center (development potential, +/- 10,000 employees @ OHSU & VAMC, good transit connections). All of Terwilliger Parkway/Blvd. should be designated as a greenway (does not appear to be designated north of Hamilton St.) & connect to SW Park Blocks Greenway. 'Inner neighborhood' pattern area should extend west to Terwilliger Parkway between Hamilton St. & Duniway Park.- Homestead NA, Friends of Terwilliger.
- Western Neighborhoods Policy 5.14 recommends enhancing the trail system, but if we truly want to increase mobility without depending on a car we need to prioritize ADA-accessible walkways to transit, grocery stores, schools, parks and services, along with safer bike facilities throughout neighborhoods. There are a number of roadways that are key i.e. Taylors Ferry, Pomona, 45th, 62nd, Shattuck, Vermont, Dosch etc. (see SWNI comments on the Portland Bike Plan for specifics).