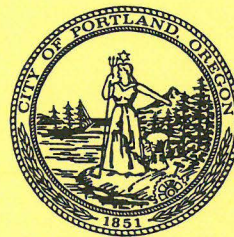


**GATEWAY REGIONAL CENTER
URBAN RENEWAL PLAN**

**PRINCIPLES, GOALS, AND OBJECTIVES:
PAC AND COMMUNITY FEEDBACK**

MARCH 2001



| | | | | | |
|--------------------|--------|--|--|--|--|
| Standing Principle | Line 1 | The purpose of all urban renewal activities is to facilitate the full and | | | |
| | 2 | productive use of the land for appropriate “regional center” uses. The | | | |
| | 3 | Regional Center concentrates compact, mixed-use development that is | | | |
| | 4 | home to a range of travel and housing options, and multiple opportunities | | | |
| | 5 | for community interaction and economic advancement. It is a physical and | | | |
| | 6 | functional center for housing, employment and services. It is physically | | | |
| | 7 | defined by a pedestrian orientation that contributes to a clear and attractive | | | |
| | 8 | identity. It is distinguished by the ongoing efforts of citizens, government | | | |
| | 9 | and investors to be a part of the individual and institutional choices that | | | |
| | 10 | shape the look, feel, and function of the Regional Center. | | | |
| | 11 | | | | |

| | | | |
|--|------------------------------|-------------------|---------------------------------|
| Line 1: “the purpose of the Gateway Regional Center urban renewal area” is to... | Important to change/ include | Covered elsewhere | Don’t agree/ Wouldn’t emphasize |
| Comment (optional): <ul style="list-style-type: none">Gateway Regional Center, an urban renewal districtResidents don’t want urban renewal.No urban renewal.Statement assumes there will be urban renewal in Opportunity Gateway | 14 | | 11 |
| +3 | | | |
| Line 5: change “economic advancement” to “economic development.” | 13 | | 14 |
| Comment (optional): <ul style="list-style-type: none">Development is a more inclusive termShould be “community development” instead. We don’t want downtown Portland here. | | | |
| -1 | | | |
| Line 4: “that supports a range...” | 17 | | 13 |
| Comment (optional): <ul style="list-style-type: none">Remove “mixed-use development that is home to a range of...” and leave as otherwise written.Of travel, employment, and housing. | | | |
| +4 | | | |
| Line 4: “encourages” multiple opportunities... | 15 | | 16 |
| Comment (optional): <ul style="list-style-type: none">Need three verb phrases—concentrate, is home to, an encouragesDelete “encourages multiple opportunities.” Promote housing, not businesses. | | | |
| -1 | | | |
| Include “Portland’s first and premiere Regional Center” | 10 | | 19 |
| Comment (optional): <ul style="list-style-type: none">Too strong. Might upset other areas.Don’t want regional centerNo regional centerNot really true—downtown?I don’t want a regional center here.Citizens in area don’t want a regional center here | | | |
| -9 | | | |

| | | | |
|---|----|--|----|
| <p>Lines 3-5: Rewrite as “a vital thriving center of mixed-use housing, office and retail shops, with ample employment, educational and recreational opportunities, connected by all forms of transportation.”</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>The Gateway Regional Center is “a vital thriving center...”</i> • <i>(“mixed-use housing” underlined)</i> • <i>Replace “center of mixed-use” with “mix of” Do not state we are only having mixed use housing.</i> • <i>Delete “office and retail shops”</i> <p>-8</p> | 11 | | 19 |
| <p>Include “...the region’s most accessible location”</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>A concentration of the region’s most</i> • <i>One of our main reasons for being a regional center</i> • <i>No. This is creating a traffic nightmare. Fix traffic downtown first.</i> <p>-2</p> | 12 | | 14 |
| <p>Include “...a home for people of all ages and income levels, with a minimum of displacement of existing residents”</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>Wouldn’t put “minimum of displacement of existing residents” here</i> • <i>Why change existing, quiet residential streets? Main streets are one thing, but not streets that already exist as quiet, low-traffic flow, residential streets. It hurts too many existing residents.</i> • <i>No displacement of residents.</i> • <i>Needs expensive upper end homes</i> • <i>If existing residents want to be displaced to other housing in the neighborhood—fine.</i> • <i>Is this realistic? Where is the upper end housing?</i> • <i>No displacement of existing residents</i> • <i>Change to “no displacement of existing residents” unless they are willing</i> <p>0</p> | 15 | | 15 |
| <p>Include “...return a sense of identity that transforms the area into a destination rather than a ‘drive-through’ and demonstrates just how good transit-oriented development can be”</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>Maybe something similar to “second only to downtown for convenience, livability, and quality of architecture. You won’t want to drive through anymore. Come live, work, and play in Portland’s premier regional center.”</i> • <i>Include all but last clause—“and demonstrates just how good.....”</i> • <i>Leave off “and demonstrates just how good transit oriented.....”</i> • <i>Phrase as “create a sense of identity as destination that transforms the area into a great place to live, work, and recreate rather than an area of the city that is a drive-through or transportation connection.”</i> • <i>Delete “into a destination rather than a drive-through”</i> • <i>Impossible dream. Few people like the traffic downtown, and few people will like the high density congestion in “Opportunity Gateway.”</i> <p>-2</p> | 12 | | 14 |

- *Create another principle #11 – Expand Education Opportunities – and gather many of the items mentioning education under it.*
- *Emphasis on housing seems misplaced. Maybe if housing first, it should be “economic advancement” (see line 6)*

| Sub Principle 1 | Utilize Informed Public Participation a. Inclusivity b. Education c. Leadership d. Accountability | | | |
|---|---|------------------------------|-------------------|---------------------------------|
| Include: Community participation during the predevelopment and construction phases of development Comment (optional): <ul style="list-style-type: none">• <i>Predevelopment and planning cannot continue without community participation. Residents are encouraged to be a part of this important process</i>• <i>Not too much growth</i>• <i>All of the above</i>• <i>No urban renewal or high density growth</i>• <i>On publicly funded developments , where feasible</i>• <i>Change to “let the residents currently in the area make the decisions.” Let them vote on what they want.</i>• <i>But listen to us</i>• <i>As time passes, need input from changing community</i>• <i>Just because people who live here don’t or can’t attend the <u>plethora</u> of meetings put on by those seeking to gain advantage for some self-centered purpose <u>does not</u> mean that those people don’t care what happens to them or is forced upon them</i>• <i>Original language is more inclusive, covers much more ground</i>• <i>Are these going to have statements with them? Seems like “accountability” doesn’t mean much here in this context</i>• <i>Always a good idea. Unfortunately most of the community will not participate. If there are complaints after the fact, then the then the invitations to participate earlier can be pointed out</i>• <i>Good idea</i>• <i>(under a) Don’t we mean “inclusions?”</i>• <i>Very good idea!</i> | | Important to change/ include | Covered Elsewhere | Don’t agree/ Wouldn’t Emphasize |
| | | 25 | | 6 |

+19

- *Public information and participation is key component of this plan. Its purpose goes beyond just promoting projects and gathering responses. It is an effort to keep the widest possible group of stakeholders informed about plans and projects and engage them in participating in these changes.*
- *Decision on implementation of this Plan will include the advice and suggestions from the widest possible group of stakeholder, including residents, property owners, business owners, employees, customers and service providers.*
- *The intent is, through public information and public information and opportunities to participate, to maintain and build the community connection to and sense of ownership of the Gateway area.*

| Sub Principle 2 | Maximize Investment in the District a. Community Investment b. Strategic Public Investment c. Policy-Supportive Private Investment | | | |
|--|---|-----------------------------------|-------------------|---------------------------------------|
| a. Clarify “Community Investment” Comment (optional): <ul style="list-style-type: none">Encourage a “downtown” approach for Gateway Regional CenterPrivate?Spread the density and investment throughout Portland, so as to reduce high density disasters.Needs clarity. If an arch is cosmetic and only costs \$5,000—community should have opportunity to know if it could contribute to a park or a pedestrian bypass, or? [sic]Believe the term will be discussed in detail in other sections—leave as is here. -5 | | Important to change/ include 8 | Covered Elsewhere | Don’t agree/ Wouldn’t Emphasize 13 |
| c. Utilize urban renewal funds to control land, thereby controlling its use Comment (optional): <ul style="list-style-type: none">Respect property rights of individualsNo urban renewalDon’t want urban renewalNo urban renewal in areaNo urban renewal. Let it develop naturally.Developers would control things, not existing residentsWhat about an individual’s property rights?Disagree—land alone is not what we need UR money for—need infrastructure and public improvements -10 | | 9 | | 19 |
| b. Offer financial incentives to property owners to get specific uses Comment (optional): <ul style="list-style-type: none">Yes—encourage land owners to see big pictureOnly at twice the value of the building and lotIf you are going to displace existing residents, buy them out at 1.5X the cost of their existing property.Encourage better uses--don’t force them.We already have TOD subsidies. This needs better wording or skip it.Gives land owners encouragement to see future goalsPerhaps incentives for adopting alternative energy sources in their developmentInappropriate detail—too micromanaging—using UR money to acquire land and RFP to developers is sufficient. -6 | | 10 | | 16 |
| Under a: Engage the community through an effective design-review system Comment (optional): <ul style="list-style-type: none">Please use system similar to what is in use in downtownMove to 3-bEngage the community by letting them vote.StakeholdersCovered elsewhere +16 | | 20 | | 4 |

| | | | |
|--|----|--|----|
| <p>Under b: Regional transportation infrastructure requires regional destinations (e.g. college or performing arts hall)</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>Where?</i> • <i>This is only 1sq. mile. There is no room for significant growth in these items to be meaningful.</i> • <i>It still would create more traffic.</i> • <i>Depends where</i> • <i>Requires (and I don't like that verb) should have loop that shuttles frequently or a trolley. An effective infrastructure will be vital to limiting auto use. [sic]</i> • <i>Micromanaging again</i> <p>-15</p> | 5 | | 20 |
| <p>Under b/c: Capitalize on new markets made possible by Airport MAX</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>Condos/apartments for airline personnel, etc.</i> • <i>What does this mean?</i> • <i>Develop areas closer to the airport for housing.</i> • <i>Airport MAX will be a flop. Who wants to park their car where it can be stolen? Or if they're dropped off, doesn't that cause more traffic that is only in the area for that purpose?</i> • <i>Discuss in economic development section</i> <p>-11</p> | 8 | | 19 |
| <p>Under a: Education of children and newcomers (e.g. including Head Start programs in new projects)</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>Be careful not to turn off existing community</i> • <i>#11</i> • <i>This is nothing new. It already should be happening throughout Portland.</i> • <i>Should not be mandatory</i> • <i>Inappropriate detail here</i> <p>-12</p> | 6 | | 18 |
| <p>Under b/c: New investment should seek to improve the quality of life for existing residents, not just newcomers</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>If we want community support, we must be sensitive</i> • <i>("not just newcomers" crossed out)</i> • <i>minimize newcomers</i> • <i>Inappropriate detail here</i> <p>+20</p> | 23 | | 3 |
| <p>Under a: Multicultural focus, and intergenerational for minority groups acculturating to the community</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>May turn off existing community</i> • <i>Already guaranteed by law</i> • <i>This should be happening throughout Portland. Why the emphasis here?</i> • <i>How do you get rid of graffiti?</i> • <i>Low-income apartments already achieve this.</i> • <i>Inappropriate detail here</i> <p>-15</p> | 4 | | 19 |

- *Be careful not to build mostly low income residential*

- *I don't like the term "maximize". It implies that getting more dollars invested is more important than the use and function of the development. Maybe less is more! If there must be a section on investment, use "optimize".*
- *5th, 7th, 8th, 9th, items could fit under community investment or developed into one goal or objective themselves.*
- *This item is more narrowly focused—the suggested comments are trying to turn this single investment issue into a Christmas tree.*

| Sub Principle 3 | Establish a Distinctive Identity a. Unity and Coherence b. Attractive Appearance/Deliberate Design c. Elimination of Visual Blight d. High-Visibility Projects | | | | | | |
|--|--|--|--------------------------|--|----|--|----|
| Add e: “Sense of Place” Comment (optional): <ul style="list-style-type: none"><i>Yes—good language to encourage farther thoughts/discussions</i><i>Needs “clarification” as to what you mean</i><i>Very important</i><i>Retain the “Arch”</i><i>A great place to live, work and recreate rather than an area this just driven through or a place to transfer on to better areas of the city</i> -2 | <table><tr><th><i>Important to change/ include</i></th><th><i>Covered Elsewhere</i></th><th><i>Don’t Agree/ Wouldn’t Emphasize</i></th></tr><tr><td>10</td><td></td><td>12</td></tr></table> | <i>Important to change/ include</i> | <i>Covered Elsewhere</i> | <i>Don’t Agree/ Wouldn’t Emphasize</i> | 10 | | 12 |
| <i>Important to change/ include</i> | <i>Covered Elsewhere</i> | <i>Don’t Agree/ Wouldn’t Emphasize</i> | | | | | |
| 10 | | 12 | | | | | |
| Encourage compatibility between high-density zones and lower density zones. Comment (optional): <ul style="list-style-type: none"><i>Too much on high density!</i><i>Residents don’t want high density</i><i>No high density</i><i>Crucial to neighborhood support</i><i>Paramount to include</i><i>What does this mean? We seriously support buffer of multi-family and/or office between commercial and single family residence?</i><i>Buffer commercial with multi-family</i><i>When possible—with large areas such as 102nd east and 103rd and Burnside to Glisan such be thought out in advance rather than hodgepodge of different plans of different developers</i> +3 | <table><tr><td>16</td><td></td><td>13</td></tr></table> | 16 | | 13 | | | |
| 16 | | 13 | | | | | |
| Encourage durable materials and well-composed building elevations Comment (optional): <ul style="list-style-type: none"><i>Micro detail</i><i>No large commercial signs</i><i>Use “Reston, Virginia” as an example</i><i>Emphasize traditional rather than contemporary design schemes</i><i>But be careful not to price existing land owners out of development</i><i>Important but should it be here?</i><i>Should have separate sub principle on materials/craftsmanship/earthquake guidelines, etc</i> +23 | <table><tr><td>26</td><td></td><td>3</td></tr></table> | 26 | | 3 | | | |
| 26 | | 3 | | | | | |
| Under a: Utilize the streetscape with well designed amenities that serve both pedestrians and adjacent buildings Comment (optional): <ul style="list-style-type: none"><i>Micro detail</i><i>Would like to be able to walk to a park</i><i>Close many existing streets which really promotes pedestrian use</i> +25 | <table><tr><td>28</td><td></td><td>3</td></tr></table> | 28 | | 3 | | | |
| 28 | | 3 | | | | | |

| | | | |
|--|----|--|----|
| Establish design guidelines that specify acceptable or preferred building materials Comment (optional): <ul style="list-style-type: none"> • <i>And conservation building techniques, etc.</i> • <i>Can you do that? Would make sure wide range of costs are allowed</i> • <i>Coherence w/o prescription</i> • <i>Important but here?</i> <div>+20</div> | 25 | | 5 |
| Under b: Encourage a diversity of design and variance of facades Comment (optional): <ul style="list-style-type: none"> • <i>No visit Reston, VA as an example</i> • <i>Is this achievable with tight design guidelines?</i> • <i>Emphasize themes rather than designs—classic rather than contemporary</i> • <i>Prefer similarities that would be well designed</i> <div>+6</div> | 18 | | 12 |
| Under d: Maximum height and density near the freeway Comment (optional): <ul style="list-style-type: none"> • <i>probably will be included, but inappropriate to discuss at this point</i> • <i>no tall buildings</i> • <i>completely disagree with this—It completely eliminates the possibility of higher density development along 102nd and the e/w arterials</i> • <i>nothing taller than two stories</i> • <i>as far as I'm concerned, the bigger the better</i> • <i>streamline structures along freeway with shuttles to accommodate commuters separate from in district</i> • <i>what is maximum height?</i> <div>+12</div> | 21 | | 9 |

| | | | |
|---|----|--|----|
| Encourage rowhouse development with stoops to promote a neighborhood feel Comment (optional): <ul style="list-style-type: none"> • <i>If we have to have high density rowhouses, I guess a porch would be nice</i> • <i>Don't like rowhouses</i> • <i>Rowhouses as being done in Portland look cookie cutter and unappealing—Garden apartments are better than rowhouses</i> • <i>No. Slide shown at PAC meeting show this is a nightmare for parking throughout the area</i> • <i>Market will determine</i> • <i>I think we should use much higher density than rowhouses</i> • <i>This will come with design guidelines. Too specific here</i> • <i>Is this Gateway?</i> • <i>Curbside cafes and interesting shops make a neighborhood more enjoyable to walk—examples NW 23rd and some of Lloyd Center</i> -17 | 6 | | 23 |
| Incorporate public art and fountains, especially near transit stations Comment (optional): <ul style="list-style-type: none"> • <i>Definitely</i> • <i>Yes—especially with theme of Gateway area</i> • <i>Promotes public spirit</i> • <i>Fountain art that children can use in the summer like downtown</i> -3 | 12 | | 15 |
| Emphasize design elements that are human-scale Comment (optional): <ul style="list-style-type: none"> • <i>Needs clarification</i> • <i>Unclear</i> • <i>Unsure of what this means. Human vs. what?</i> -12 | 8 | | 20 |
| Include buffers and space between buildings and streets, especially for greenery Comment (optional): <ul style="list-style-type: none"> • <i>Yes, but don't set back buildings too far from street</i> • <i>If practical--functional but not mandatory</i> +14 | 20 | | 6 |
| Make extensive use of street-trees Comment (optional): <ul style="list-style-type: none"> • <i>Yes, if they are well maintained</i> • <i>Yes, but again cost vs. benefit. What is extensive?</i> +10 | 19 | | 9 |
| Street lighting that is both unique and consistent from street to street (thematic) Comment (optional): <ul style="list-style-type: none"> • <i>Energy efficient?</i> • <i>Could be something else—maybe drinking fountains or horse troughs</i> • <i>Yes—themed for Gateway area (underground utilites)</i> • <i>Would like to see it before I say yes, include it</i> +19 | 25 | | 6 |

| | | | |
|--|----|--|----|
| Bring back the arch! Comment (optional): <ul style="list-style-type: none"> • <i>Yes!</i> • <i>Yes! Gateway identity</i> • <i>Only if it would be in the same general location and on the same large scale</i> • <i>Who cares about the arch? Bring back "low density"</i> • <i>Why? Do we really need it?</i> • <i>But can we dress it up?</i> • <i>Cost vs. Benefit</i> • <i>Represents "passing through to somewhere else." Is this what we want or do we want people to stay awhile?</i> • <i>Maybe use them as pedestrian crossways over busy streets?</i> -10 | 10 | | 20 |
| Concentration on small-scale details and the finer grain of all elements – buildings, lighting, paving, etc. Comment (optional): <ul style="list-style-type: none"> • <i>Be careful not to out price existing landowners</i> • <i>Needs clarification</i> • <i>So what is done is done well—yes but to separate sub principle "craftsmanship"</i> +6 | 16 | | 10 |
| Establish height on main streets Comment (optional): <ul style="list-style-type: none"> • <i>My opinion, the larger the better</i> • <i>No tall structures</i> • <i>Height limits?</i> • <i>Not too high</i> • <i>Residents only want 1 or 2 stories</i> • <i>Exclude parking structures by freeway</i> +4 | 17 | | 13 |
| Importance of project colors Comment (optional): <ul style="list-style-type: none"> • <i>Identify theme Gateway</i> • <i>No, we don't want a circus</i> • <i>Like Gresham Station</i> -2 | 13 | | 15 |
| Establish a shuttle service for the entire district Comment (optional): <ul style="list-style-type: none"> • <i>With few streets where cars are allowed</i> • <i>Important—too much auto traffic</i> • <i>We're pretty spread out right now. Walking is good but takes time</i> • <i>A trolley loop separate from commuters transportation</i> +6 | 18 | | 12 |
| Retain a sense of openness Comment (optional): <ul style="list-style-type: none"> • <i>Put utilities underground</i> • <i>In parks, plazas</i> +26 | 28 | | 2 |
| Under b: Ensure good design in the zone where buildings meet streets and sidewalks Comment (optional): <ul style="list-style-type: none"> • <i>Ensure good design everywhere</i> • <i>Unsure of this</i> +22 | 25 | | 3 |

| | | | |
|---|----|--|----|
| Under b: Landscaping makes up a significant portion of a neighborhood Comment (optional): <ul style="list-style-type: none"> <i>Is this possible in high density?</i> +4 | 16 | | 12 |
| Identity should be "utilitarian" Comment (optional): <ul style="list-style-type: none"> <i>"Downtown"</i> -7 | 11 | | 18 |
| Under b: Include water features and fountains Comment (optional): <ul style="list-style-type: none"> <i>maybe with art otherwise not so practical in Portland</i> <i>Do we need this with a water shortage?</i> -2 | 13 | | 15 |
| Under b: Consider the look/feel of the Bank of America Building (Georgian architecture) Comment (optional): <ul style="list-style-type: none"> <i>Willamette University also</i> <i>Ugh!!!</i> <i>Should be earthquake proof</i> <i>I like this</i> <i>No!</i> <i>I don't like it--brick is too cold. Craftsmen or Victorian or anything would be better</i> -7 | 13 | | 20 |
| Under d: Give MAX stations unique identities Comment (optional): <ul style="list-style-type: none"> <i>Themed for Gateway identity—all same in area</i> <i>Don't waste money here</i> <i>Solve parking problem there</i> -13 | 8 | | 21 |
| Under d: Consider Gateway's historic identity (e.g. the arch) Comment (optional): <ul style="list-style-type: none"> <i>I miss the arch</i> <i>Yes!</i> <i>Yes-history is critical to sense of place</i> <i>No, rather look at its future</i> <i>Opportunity Gateway includes more than the old section of Gateway that had the Arch</i> <i>Cost vs. benefit</i> -14 | 7 | | 21 |
| Add e: Education and the Arts Comment (optional): <ul style="list-style-type: none"> <i>For whom and where?</i> <i>Where?</i> <i>Community school would accommodate this</i> <i>Arts importance mixed about education in Gateway</i> -8 | 7 | | 15 |

| | | | |
|---|---|--|----|
| Foster a synergy between education, the arts and local business Comment (optional): <ul style="list-style-type: none"> • <i>Minimize local businesses</i> • <i>And housing</i> • <i>These sound good—an example would help</i> <p style="text-align: right;">-12</p> | 8 | | 20 |
| Under d/e: Education destinations that will keep people in the district throughout the day Comment (optional): <ul style="list-style-type: none"> • <i>Where?</i> • <i>And reside in the neighborhood to minimize pass-through usage</i> • <i>I would like</i> • <i>Location would be important in making this decision.</i> <p style="text-align: right;">-11</p> | 7 | | 18 |
| Under Education and the Arts: Regional Center should reflect the diversity of the surrounding neighborhoods through arts, music, festivals, etc. Comment (optional): <ul style="list-style-type: none"> • <i>"Downtown approach"</i> • <i>Keystone Cops and Fun-O-Rama Parade</i> • <i>Keep the arts, music and festivals but not the relationship to the non-diverse neighborhoods</i> • <i>This currently doesn't exist in surrounding neighborhoods</i> • <i>Would be nice</i> • <i>Gateway should reflect its own idiosyncrasies—unique and cutting edge</i> • <i>Would bring people here to see what we've done and keep them coming back</i> <p style="text-align: right;">-13</p> | 9 | | 22 |

- *This is not where we design the district!*
- *Multi level Parking structures along 205 with shuttle to and from light rail to minimize traffic in the district. Create expressway for through traffic along 205 running north and south and 84 east and west. Create separate modern trolley in district.*

| | | | | |
|--|-----------------------------------|------------------------------|-------------------|---------------------------------|
| <div>Sub Principle</div> <div>4</div> | Support Compact Development | | | |
| | a. Respect Adjacent Neighborhoods | | | |
| | b. Efficient Land Use | | | |
| | c. Focus on Station Areas | | | |
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| | | | | |
| | | | | |
| Add d: “Maximize Return for Public Investment” | | Important to change/ include | Covered Elsewhere | Don’t Agree/ Wouldn’t Emphasize |
| Comment (optional): | | 9 | | 16 |
| <ul style="list-style-type: none">• This could be misinterpreted, suggest “downtown” approach• Unclear | | | | |
| -7 | | | | |
| Under b: Disperse MAX parking to other stations or locations along the line | | 18 | | 12 |
| Comment (optional): | | | | |
| <ul style="list-style-type: none">• Pretty difficult—the efficiency of any parking, unless parking is charged• Discourage driving in, hopping on MAX, then leaving• No, keep it where it is.• Micro detail | | | | |
| +6 | | | | |
| Under b: Better use of the Transit Center parking lot | | 17 | | 12 |
| Comment (optional): | | | | |
| <ul style="list-style-type: none">• “No overnight parking”• Multi-level where non-invasive to residential• Use how?• Lots. Should be for residents in neighborhood first, otherwise Vancouver and Clackamas.• Multiple story• This area is going to need parking, otherwise side streets will be crowded.• Should be multi-level | | | | |
| +5 | | | | |
| Under c: Vital to have good transit connections near new housing | | 20 | | 6 |
| Comment (optional): | | | | |
| <ul style="list-style-type: none">• Not vital, but good idea if it can be done feasibly• County will take 205—park at Gateway Transit Center and take MAX downtown. [sic] | | | | |
| +14 | | | | |
| Under b: Attempt to balance job growth with the growth of housing/workforce | | 16 | | 15 |
| Comment (optional): | | | | |
| <ul style="list-style-type: none">• Let market determine balance• Always a good idea to bring more jobs into an area• No. The area already is going to be overcrowded by job growth near airport. | | | | |
| +1 | | | | |

- If parking structure is built-up multi-levels at current Gateway Park & Ride I do not believe arterial can support future density. Unless the structure was used as an additional structure to many (adequate) others that are on the outside perimeters of the regional center, where the future density and pedestrian oriented development will be. [sic] We need to envision what we want 20-40 years from now. This may be hard for many to see. Gateway parking lot could be so much more and Mall 205 needs serious help. I would really like to see a new Home Depot as designed in the Portland Tribune March 3, 2001.*

- I take "compact development" as another euphemism such as "intense land use" or "dense development."
- A key issue that needs to be addressed with this urban renewal plan is the perception by a significant segment of the population that the driving purpose behind urban renewal is to build bigger building. Certainly the expectation is that bigger buildings will be built. But there needs to be clarity about public goals and the public role. Is it providing the public infrastructure (such as streets and parks) so that when the big buildings are built, the public spaces function well for the community; or is it making sure big projects are built to justify the investment in infrastructure. To address public concerns, this section should explicitly state any subsidies or support that could be used to increase the intensity of land use.
- This section should have a section about creating a buffer area where there is reduced height limits and lot coverage, adjacent to the single-family residential zoning.

| Sub Principle 5 | Support a Mixture of Land Uses a. Within the District b. Within Development Projects | | |
|--|---|--------------------------|---|
| Add c. Create opportunities for to utilize other modes of travel. Comment (optional): <ul style="list-style-type: none"> • <i>By Providing Multi-family</i> • <i>Buffering Commercial</i> • <i>More Pedestrian Traffic</i> • <i>Pedestrian—for example, multi-family buffers commercial so residents can walk to services and retail</i> • <i>Travel options are very important</i> • <i>Besides personal vehicles</i> +14 | Important to change/ Include 20 | Covered Elsewhere | Don't agree/ Wouldn't emphasize 6 |
| Under a. Allow people to park once and do several things Comment (optional): <ul style="list-style-type: none"> • <i>Local service shuttle would be beneficial</i> • <i>Shuttle buses or trolley in district or further</i> • <i>Cluster offices and retail</i> • <i>Use MAX</i> • <i>Use MAX</i> • <i>No, this creates a pass throughout [sic]</i> • <i>Micro detail</i> +3 | 17 | | 14 |
| Under a: Important to have people who both live and work within Gateway Comment (optional): <ul style="list-style-type: none"> • <i>Yes—non-residents must use their own</i> • <i>Do not think this is realistic for how our populations live and work</i> • <i>I would want to see more employers that could offer more mid to upper scale incomes, not just clerical.</i> • <i>Discourage non-resident use of transit parking</i> +2 | 16 | | 14 |
| Under a: Establish transitions between different uses Comment (optional): <ul style="list-style-type: none"> • <i>Very important. 1) Commercial 2) Multi-family 3) Single Family</i> • <i>Still think a “downtown” approach” is the only way to go. A successful business model such as downtown Portland would be much easier to follow rather than to create a new one. Using the same “rules of the game” would also tie Gateway with downtown for all press releases emphasizing the two together would increase the likeness of memory and association [sic].</i> • <i>Very important--commercial, then multi-family or office, then single family residential</i> • <i>Not necessary, at least between retail, small office, and residential</i> +18 | 23 | | 5 |

- *The location for Gateway should not just be a big transit station.*
- *I believe strongly that if we focus on innovative design architecture and activities (shopping, arts, recreation) we will bring people here and also keep our money being spent here. When I shop, I go to Lloyd Center, Downtown, or Clackamas. This could change if retailers that are not just bargain oriented, mid & upper end are motivated to be here [sic].*

- I would like to see a large open similar to Lloyd Center but more innovative [sic]. An innovative structure that acts as a recreational center for adults and family as an indoor park with quality shopping and recreation maybe ice skating or a design such as a skateboard park [sic]. This indoor structure has retractable skylights which open during summer and sunny days but is used year round. Play structure—sand box, artful designs, fountain, or water structure (that adults and children can get their toes wet), if this is a large indoor park/indoor recreational area, the moving sidewalks may be useful to accommodate older people. [sic]
- I could see and would like to see Gateway as a better version of Lloyd Center, and have a core like Fred Meyer to Mall 205 that is mostly car free [sic].

| Sub Principle 6 | Create a Mixture of Public Spaces a. Parks and Plazas b. Rights-of-Way c. Public Buildings | | |
|--|--|--------------------------|---|
| Add d: "Utilization of Air Rights" Comment (optional): <ul style="list-style-type: none"> <i>Please define "air rights"</i> <i>With neighbor-community review</i> <i>Does this mean parks on roofs?</i> <i>?</i> <i>don't pack us in here too tight</i> <i>What is this? What does it mean?</i> <i>Suppose someone wants to (maybe everybody should consider) using solar for development?</i> +10 | Important to change/ include 16 | Covered Elsewhere | Don't agree/ Wouldn't emphasize 6 |
| Add e: "Recreational Opportunities" Comment (optional): <ul style="list-style-type: none"> <i>Caution neg. requirements [sic]</i> <i>Sounds better than the reality</i> <i>Theater, performing arts, skating rink. Where?</i> <i>Good idea, but too specific here</i> +17 | 21 | | 4 |
| Under b: Include walkways, open space, trees and air between office towers Comment (optional): <ul style="list-style-type: none"> <i>This (arrow drawn to air) would be hard to omit</i> <i>Be careful not to require too much of private developers</i> <i>Single story offices (towers crossed out)</i> <i>I don't think these are well-utilized, end up being dead spaces (ie: the benches at Adventist shown in PowerPoint presentation)</i> <i>No office towers</i> <i>No office towers here</i> <i>No office towers</i> +15 | 23 | | 8 |
| Under a: Distribute a combination of different size parks through the district Comment (optional): <ul style="list-style-type: none"> <i>One large indoor with skylights and several smaller outdoor parks *accommodates the rainy season *activity in winter</i> <i>? ("distribute a combination of" underlined)</i> <i>Perhaps some open spaces could become community gardens</i> +23 | 28 | | 5 |
| Under a: Create spaces large and comfortable enough to host events and draw large numbers of people Comment (optional): <ul style="list-style-type: none"> <i>Define large</i> <i>Keep groups of people out of here</i> <i>No way</i> <i>Where would they park?</i> <i>What is large number? Would we want another Waterfront Park here?</i> -12 | 10 | | 22 |

| | | | |
|---|----|--|----|
| Under a: Create more open spaces Comment (optional): <ul style="list-style-type: none"> • <i>Government</i> • <i>Public</i> +14 | 22 | | 8 |
| Under c: New buildings should include open space Comment (optional): <ul style="list-style-type: none"> • <i>Caution</i> • <i>Maybe as part of the design rather than the open spaces around</i> • <i>Be careful not to require too much of private developers</i> • <i>Not necessary if there are parks scattered throughout district</i> +13 | 23 | | 10 |
| Under b: Include places for people to sit, street furniture Comment (optional): <ul style="list-style-type: none"> • <i>Government – right of ways, etc.</i> • <i>At parks, plazas, only on areas highly walked to follow shoppers, and heavily walked routes. [sic] 99th? 102nd? Loops?</i> • <i>Public</i> • <i>Just attracts street loiterers.</i> +17 | 23 | | 6 |
| Under a: Create small, intimate open spaces Comment (optional): <ul style="list-style-type: none"> • <i>Government</i> • <i>Disagree – crime and that kind of activity would also be emphasized</i> • <i>Public</i> • <i>? (“small, intimate” underlined)</i> +12 | 21 | | 9 |
| Under a: Some outdoor spaces should be covered (e.g. gazebos) Comment (optional): <ul style="list-style-type: none"> • <i>Government – use a theme</i> • <i>Use Gateway theme in public places</i> +24 | 29 | | 5 |
| Under c: Indoor public spaces with ample natural light (e.g. Lloyd Center) Comment (optional): <ul style="list-style-type: none"> • <i>No Lloyd Center shopping areas here.</i> -3 | 19 | | 16 |
| Under c: School improvements to address enrollment growth due to urban renewal Comment (optional): <ul style="list-style-type: none"> • <i>Already a problem in local schools – we should not make it worse and appropriate a reasonable percentage of budget for this purpose.</i> • <i>Consider looking into “community schools.” (www.communityschools.org) Family oriented and this may be where MHCC could excel in this area.</i> • <i>What’s this got to do with public spaces?</i> • <i>Cover in #11</i> • <i>Only if urban renewal funding pays for this</i> -6 | 11 | | 17 |

- *Need the new Home Depot design Portland Tribune March 2, 2001*
- *Mall 205 needs to be bigger and better than simple façade changes – lets invent an indoor public space like Lloyd Center with retractable skylights “innovative design” retailers and recreation can co-exist. [sic] One large indoor park for this area would be a great pull with the usual 9 months of rain we have.*

- *If 205 will not work, lets make the bingo parlor area an indoor park (open skylights) for year round use and smaller multiple outdoor parks and plaza at Gateway [sic].*
- *Adequate open space should be considered with each development proposal.*

| Sub Principle 7 | Establish a Pedestrian Orientation a. Safety/Amenities b. Destinations c. Connectivity/Accessibility d. Visual Interest | | | |
|--|---|------------------------------|-------------------|---------------------------------|
| | | Important to change/ include | Covered elsewhere | Don't agree/ Wouldn't emphasize |
| c. include handicapped accessibility Comment (optional): <ul style="list-style-type: none">• <i>Already covered under federal law</i>• <i>Of course. Required.</i>• <i>Law already requires we do.</i>• <i>Covered by code</i> <div>+21</div> | | 25 | | 4 |
| a. separate “Safety” and “Amenities” Comment (optional): <ul style="list-style-type: none">• <i>Safety—designs enhancing separation of peds and cars</i>• <i>Amenities—street benches, covered walkways, not same as safety</i>• <i>Agree—add amenities to D</i> <div>+18</div> | | 26 | | 8 |
| b. include “additional points of interest” Comment (optional): <ul style="list-style-type: none">• <i>Maybe corner arrows pointing to local businesses as on field trip</i>• <i>The Grotto?</i> <div>-6</div> | | 12 | | 18 |
| Include “recreation” (walking, jogging paths) Comment (optional): <ul style="list-style-type: none">• <i>A loop that is fun to walk and look at shops and greenery. Again the indoor park open to air in summer.</i>• <i>If separate out “amenities” this recreation item could fall under amenities.</i>• <i>Nice idea</i>• <i>Include under C</i>• <i>Section 6</i> <div>+21</div> | | 25 | | 4 |
| Include “Enhance Streetscape” (lighting, furniture, landscaping) Comment (optional): <ul style="list-style-type: none">• <i>“Downtown approach”</i>• <i>Definitely. Underground utilities, theme Gateway.</i>• <i>Cover in #3</i> <div>+20</div> | | 25 | | 5 |
| Under c: “additional points of access” Comment (optional): <ul style="list-style-type: none">• <i>Access to what? Unsure of pedestrians or ?</i> <div>-5</div> | | 10 | | 15 |
| Under b: Reduce the volume of through-traffic Comment (optional): <ul style="list-style-type: none">• <i>Add westbound on ramp to I-84</i>• <i>Re-connect Glisan and Halsey and through Halsey to Weidler</i>• <i>Connect secondary streets—such as 111th between Glisan and Halsey and through Halsey through Weidler.</i>• <i>Can't necessarily achieve, can only manage</i>• <i>See 8</i> <div>+16</div> | | 24 | | 8 |

| | | | |
|--|----|--|----|
| Under a & b: Establish nighttime destinations Comment (optional): <ul style="list-style-type: none"> • <i>Monitor</i> • <i>Non-alcohol oriented. Indoor park could have bistros, cafes</i> • <i>What kind?</i> • <i>Could be worded differently</i> -7 | 10 | | 17 |
| Under c: Shorten street crossings with bulb-outs and wider sidewalks Comment (optional): <ul style="list-style-type: none"> • <i>Maybe in certain areas rather than all areas</i> • <i>What about pedestrian over-passes with arch type look if people want arches—should be purposeful.</i> • <i>Where there are a lot of pedestrians—allow bus turns, etc.</i> • <i>Don't include how. (with bulbs....crossed out)</i> +21 | 24 | | 3 |
| Under a: Consider the effect of shading on sidewalks, which can make them icy and unsafe Comment (optional): <ul style="list-style-type: none"> • <i>Maybe a few days per year is not enough to warrant further discussion</i> • <i>Dangerous</i> -19 | 6 | | 25 |
| Under d: Parking for housing projects should be concealed or unobtrusive Comment (optional): <ul style="list-style-type: none"> • <i>Think we need "Downtown" approach</i> • <i>Housing projects may be better to call them upscale living quarters [sic]</i> • <i>Cover in #3</i> • <i>Only house renters who don't have cars</i> +23 | 29 | | 6 |
| Under d: Deter "telco hotels" from locating in the district Comment (optional): <ul style="list-style-type: none"> • <i>Already enough hotels in Portland, a bed & breakfast may be appropriate</i> • <i>Cover in #4</i> • <i>See 10</i> -5 | 12 | | 17 |
| Under a: Establish pedestrian refuges on busy streets (similar to 122nd) Comment (optional): <ul style="list-style-type: none"> • <i>Are they used?</i> +20 | 25 | | 5 |
| Sidewalks should be efficient, not "cutesy" Comment (optional): <ul style="list-style-type: none"> • <i>Themed</i> +18 | 26 | | 8 |
| Under a: Street lighting is a necessity Comment (optional): +29 | 31 | | 2 |
| Under d: Small-scale design details are important for pedestrians Comment (optional): <ul style="list-style-type: none"> • <i>True</i> +10 | 20 | | 10 |

| | | | |
|--|----|--|----|
| Set buildings back so pedestrians don't feel hemmed in Comment (optional): <ul style="list-style-type: none"> • <i>"Downtown Approach"</i> • <i>Set buildings on streets so pedestrians don't feel isolated</i> | 18 | | 12 |
| +6 | | | |
| Under b: Museums, cultural facilities, art houses, and performance halls Comment (optional): <ul style="list-style-type: none"> • <i>I do not think OMSI needs any more competition. They are in enough trouble already. Performance halls and sports events usually ruin the nearby neighborhoods.</i> • <i>Sounds good but where?</i> • <i>If I'm walking I like looking at interesting shops, changing exhibits, interesting buildings.</i> • <i>Yes, but spread around</i> • <i>Where? Funding?</i> • <i>Cover in #11</i> • <i>We've always had to drive long distances to attend any performances or exhibits—nothing locally</i> • <i>See #6</i> | 17 | | 14 |
| +3 | | | |

| Sub Principle 8 | Expand and Improve Travel Options | | | |
|--|---|------------------------------|-------------------|---------------------------------|
| | a. Street Grid b. Facilitate non-Auto Trips c. Transit Improvement d. Traffic Management | | | |
| Rename Principle, Expand Choices for Travel Comment (optional): <ul style="list-style-type: none"> One-way streets OK with jogging, biking trails. Not trails only trails because of crime. This is key-<u>options</u> should include more than driving | | Important to change/ include | Covered elsewhere | Don't Agree/ Wouldn't emphasize |
| | | 20 | | 8 |
| Add e: "Recreational" (Bicycles, Jogging) Comment (optional): <ul style="list-style-type: none"> Think it needs to be on 99th Don't like use of recreational In b—"non-auto" | | 29 | | 2 |
| Under a: Establish new streets and street connections to reduce volumes on existing streets and enhance the ease of mobility Comment (optional): <ul style="list-style-type: none"> Connect 111th through Halsey Add Clackamas street (one-way?) between 111th and 112th through 111th square Or don't allow cars in new developments If it does not displace a bunch of residents | | 20 | | 9 |
| Under b: Improve 102nd so that it can work for alternate modes of travel Comment (optional): <ul style="list-style-type: none"> I am not sure a blvd. designation will create a pedestrian friendly street Agree with concept but not working | | 26 | | 6 |
| Under d: Utilize a range of parking options – structured, on-street, angled, shared, etc. Comment (optional): <ul style="list-style-type: none"> Cluster developments maximize land | | 29 | | 1 |
| Under b: Enhance pedestrian crossings Comment (optional): <ul style="list-style-type: none"> Difficulty answering this- too close to light rail to airport Lights, signs, street markings and Gateway themed Very important—not enough crossing of major streets—Halsey, Stark, etc. Enhance is wrong word Improvements need to facilitate ease of pedestrian crossings | | 29 | | 0 |

| | | | | |
|--|------------|----|--|----|
| Under b/c: Improve transit travel within the district, (e.g. more bus service on 102nd) Comment (optional): <ul style="list-style-type: none"> • <i>Halsey E-W</i> • <i>Prefer a local shuttle service rather than more buses</i> • <i>Within district loop-that serves office, retailers and tired pedestrians</i> | +18 | 23 | | 5 |
| Under d: Signal timing needs to be improved Comment (optional): | +25 | 28 | | 3 |
| Under b: Pedestrian paths need to be logical (convenient) Comment (optional): <ul style="list-style-type: none"> • <i>True and also a shuttle makes sense like the downtown trolley to accommodate elderly and disabled that want to walk some, just not in bus distances</i> • <i>They need to connect destinations</i> | +26 | 27 | | 1 |
| Under d: Turning lanes need to be long enough that cars can stack (doesn't work on MLK) Comment (optional): <ul style="list-style-type: none"> • <i>True</i> • <i>They do work on MLK mostly</i> | +23 | 26 | | 3 |
| Under a: East-west streets must be planned and improved Comment (optional): <ul style="list-style-type: none"> • <i>And north/south connectivity</i> • <i>Need I-84 west on ramp</i> • <i>Halsey and Glisan</i> • <i>Connect 111th through Halsey St. to Weilder</i> | +20 | 24 | | 4 |
| Under d: Acknowledge that people will continue to use cars Comment (optional): <ul style="list-style-type: none"> • <i>Fact of life in Oregon</i> | +6 | 19 | | 13 |
| Under d: Reduce traffic on side-streets Comment (optional): <ul style="list-style-type: none"> • <i>No---need to connect existing</i> • <i>Straighten out 110 and 111th south of Halsey St.</i> • <i>Take out speed bumps on 110 and 11th between Halsey and Glisan</i> • <i>Our street is a cut-through from 102nd to 108th and Glisan</i> | +10 | 20 | | 10 |
| Under c: Expand hours of transit operation Comment (optional): <ul style="list-style-type: none"> • <i>If you expand hours than expand security!</i> • <i>As use grows</i> • <i>Yes, but not important now---will come with heavier transit use</i> | +13 | 21 | | 8 |
| Under d: Paint and mark all curb extensions and other traffic-management devices Comment (optional): <ul style="list-style-type: none"> • <i>Gateway theme</i> • <i>Seems it would automatically put off traffic management</i> • <i>NO!</i> | +17 | 21 | | 4 |

| | | | | |
|--|------------|-----------|--|----------|
| Under d: Dedicate certain streets as thoroughfares | +18 | 23 | | 5 |
| Comment (optional): | | | | |
| <ul style="list-style-type: none"> • 102nd /Halsey/Glisan etc. • No street in Gateway should be dedicated to a single use | | | | |

- I like the idea of an auto free zone supported by a new trolley for tired pedestrians. Buses have more exhaust than I would like to see in a high density area. An expressway along 205 with accessibility to the many parking structures that could be there with great shuttle/trolley service to MAX at Gateway station is an idea. I like the idea of having the parking structures along the 205 with transportation to light rail for commuters. I think certain streets should be dedicated as thoroughfares.
- Confronting traffic is a huge issue again if we build multi-level parking structures along 205.
- I think that parking on top of buildings like Freds should be utilized. This may help for Home Depo.

| Sub Principle 9 | Expand and Improve Housing Options | | | |
|--|---|------------------------------|-------------------|---------------------------------|
| | a. Mixed Income b. Home Ownership c. Neighborhood Compatibility d. Minimize Residential Displacement | | | |
| Rename principle, Expand Choices for Housing Comment (Optional): • <i>Get rid of low-income apartments on 102nd</i> | -14 | Important to change/ include | Covered Elsewhere | Don't agree/ wouldn't emphasize |
| | | 2 | | 16 |
| Change a. to Mixed Income/Mixed Use Comment (Optional): • <i>These are seperate</i> | -2 | 8 | | 10 |
| Add Encourage diversity of housing types and prices for seniors, special needs, young adults and families Comment (Optional): | -11 | 5 | | 16 |
| a. include affordable for both existing residents and newcomers Comment (optional): | +4 | 13 | | 7 |
| Add Mixed-Use where housing and commercial components are complimentary to one another, and the neighborhood Comment (optional): • <i>Very important—should be “encourage housing developments that include retail component”</i> | -3 | 7 | | 10 |
| Add Intergenerational” (from students attending the Education Center to workers at PDX, to present and future seniors) Comment (optional): • <i>Very important</i> | -7 | 7 | | 14 |
| Add Market-Rate Rental Comment (optional): • <i>This goes without saying</i> | +10 | 13 | | 3 |
| Add Quality Design and Materials Comment (optional): | +13 | 16 | | 3 |
| Under c: Limit development adjacent to single-family homes to one-story Comment (optional): • <i>Two story</i> • <i>Especially to exiting single family streets!</i> • <i>Yes</i> • <i>This definitely should not be included—for one thing, there are enough in multi-family, commercial, and employment zones.</i> • <i>Limiting the adjacent building to a single-story 1)limits property-owners flexibility and use of property within the regs and 2)decreases the option for the entire district</i> • <i>2 or 3 stories</i> | +16 | 21 | | 5 |

| | | | |
|--|-----------|--|-----------|
| a. include production of higher-end product for general upgrade of the area +9 Comment (optional): | 13 | | 4 |
| Change b to Mixed Tenure -10 Comment (optional): | 4 | | 14 |
| Projects should include open space (places for children to play), amenities like lighting, outdoor seating, streetscape enhancements, etc. +14 Comment (optional): <ul style="list-style-type: none"> <i>encourage open space (if not near a park)</i> | 16 | | 2 |
| Under c: Need better firewall separation between new multifamily construction and single family homes +14 Comment (optional): | 18 | | 4 |
| New construction should be reinforced for seismic, e.g. no cinderblocks +9 Comment (optional): <ul style="list-style-type: none"> <i>codes</i> <i>Manufacturing-Retail or home?</i> <i>Isn't this part of codes for seismic requirements?</i> | 14 | | 5 |
| Provide adequate parking within new housing development projects +17 Comment (optional): <ul style="list-style-type: none"> <i>Codes</i> <i>What is adequate? Market will determine</i> <i>Not be a requirement to provide parking in an urban area. Lending institution might require it, but not the code.</i> | 20 | | 3 |
| Add: Promote New Housing Longevity and Durability +17 Comment (optional): <ul style="list-style-type: none"> <i>Codes</i> <i>Variety of styles</i> | 19 | | 2 |
| Under a: Ensure that mix of incomes does not devalue any individual's housing investment +17 Comment (optional): <ul style="list-style-type: none"> <i>measure 7 is unconstitutional</i> <i>yes—not barracks</i> <i>very important!</i> | 20 | | 3 |
| Under a: Different incomes should be provided for in different buildings -9 Comment (optional): <ul style="list-style-type: none"> <i>What? Income segregation? Who wrote this?</i> <i>Design and building requirements should not be reduced for lower end housing</i> | 6 | | 15 |
| Under c: In new development, improve property management; screening of renters +13 Comment (optional): <ul style="list-style-type: none"> <i>?</i> | 17 | | 4 |

| | | | |
|---|-----------|--|-----------|
| Under c: New housing should fit the Gateway lifestyle and people who live in the area Comment (optional): +10 | 16 | | 6 |
| Under c: Locate tall buildings, more density, near the freeway; Disallow tall buildings east of 102nd Comment (optional): <ul style="list-style-type: none"> • <i>How tall?</i> • <i>"tall" could be construed to be 2-3 stories. This is ridiculous in a regional ctr. Where 5+ stories buildings should hopefully be constructed</i> • <i>yes!!</i> • <i>Keep them between 205 and 102nd</i> +12 | 18 | | 6 |
| Under a: Affordability cannot be an excuse for poor design Comment (optional): +20 | 21 | | 1 |
| Under c: Consider how different housing types will impact the school district Comment (optional): <ul style="list-style-type: none"> • <i>too many apts—hard on schools</i> • <i>too much subsidize housing will have impact not only on schools but on value of area as a whole</i> -4 | 7 | | 11 |

- *Minimize involuntary displacement of residents.*
- *Encourage a mix of housing affordability (income) levels that mirror the city as a whole*
- *Encourage a level of home-ownership that reflects the City as a whole*
- *Move items under c. Neighborhood Compatibility to #3 or #4*

| Sub Principle 10 | Enhance Economic Opportunities | | |
|---|--|-------------------|---------------------------------|
| | a. Support Small Local Businesses b. Employment Center c. Family-wage Jobs d. Complement I-205 Corridor Development | | |
| Add: Job Access Comment (Optional): • <i>B & C cover this</i> -14 | Important to change/ include | Covered Elsewhere | Don't agree/ wouldn't emphasize |
| | 3 | | 19 |
| Add "Education" (daycare, early education, primary, secondary and adult) Comment (Optional): • <i>Look at Community Schools</i> • <i>Cover in #11</i> • <i>Recognize that access to education enhances one's economic opportunity.</i> +4 | 16 | | 11 |
| Add "Create Destination and Identity" (attract customers for district businesses from around the region and out-of-towners, not just 'locals') Comment (Optional): • <i>Gateway identity. Encourage museum, higher education, performing arts.</i> • <i>See 3</i> -1 | 13 | | 14 |
| Under a: Stimulate office development as a way to support existing local businesses Comment (optional): • <i>Yes</i> +4 | 17 | | 13 |
| Add: Provide training opportunities that will support district employment needs Comment (optional): • <i>Employers should unless college level [sic]</i> • <i>Cove in #11</i> • <i>Too specific</i> -2 | 11 | | 13 |
| Under d: Strategically consider activity occurring at Cascade Station Comment (optional): • <i>This doesn't say anything.</i> • <i>Should be given.</i> • <i>Agree – should be part of discussion, not necessarily a part of principles.</i> 0 | 12 | | 12 |
| Under a: Recognize that as land values rise, light industrial uses will be less appropriate for the area Comment (optional): • <i>This is not a principle – inappropriate.</i> -3 | 10 | | 13 |

| | | | |
|--|----|--|----|
| <p>Under b: Employment growth drives retail expansion; retail expansion does not drive employment growth</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>You have simplified this too far</i> • <i>Disagree. From a within the district perspective, retail could grow with people working outside and coming from outside of the district.</i> • <i>Just depends.</i> • <i>Varies</i> • <i>This is not a principle—reword to “Encourage employment growth to promote retail expansion”</i> <p>-9</p> | 8 | | 17 |
| <p>Under b: Seek to attract mid-rise office uses</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>Depending more on the economic impact than on building size - design and location can be more beneficial than car lots and auto repair. [sic]</i> • <i>No mid-rise offices</i> • <i>No mid-rise offices</i> <p>+3</p> | 16 | | 13 |
| <p>Under c: Make office a high-priority use</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>Strongly disagree. Pedestrians usually do not enjoy walking to look at offices. Too many offices could occur that are vacant in times of economic recession.</i> <p>-8</p> | 12 | | 20 |
| <p>Under b: Create a hub for workforce training, distance education and job transition skills</p> <p>Comment (optional):</p> <ul style="list-style-type: none"> • <i>I'm unsure if there is something like this nearby. If not, it may be of benefit depending on more specific info to describe.</i> • <i>Cover in #11</i> <p>-10</p> | 9 | | 19 |

- *Recognize that, although a regional center, this area will continue to serve as the local business district for surrounding neighborhoods. Seek to retain small businesses that serve the local community.*
- *Cannot be all things to all people – at first.*
- *Issue of education/training is a key component of economic development – discuss at that level, not as these three (arrow drawn to #2, 5,11) specific recommendations suggest.*

Additional Comments

- *Form had so much verbage that is subjective and undefined at this time: tall, affordable, telco hotel (many will think this is a hotel chain), multiple others.*
- *The arches may be nice but at what cost? The more I think about it, I don't want them—the connotation “gateway to somewhere” and we want people to stay awhile. [sic]*
- *I feel strongly that parking structures along I-205, accessible from 205, or from a new express form at NE 97th would be more functional. I would like to see the core area of Gateway as car free as possible. East-west thorough-fare could be diverted to I-84 with access to 97th or a street other than Glisan (center of district) maybe Stark. I believe that most people would agree that the open space along 205 should be used to solve our traffic problems (that will become even bigger with more density.) Running Tri-met busses north and south to MAX as an adjunct to effective parking with a shuttle directly to light rail [sic]. This shuttle for commuters should be separate than the district*

transportation. If we effectively plan this with one structure for parking now and have the plans to continue as density increases, it makes sense.

- *I have repeatedly suggested an indoor structure that has retractable skylights that open on dry days. An innovative design that has multi-uses as a multi-generation indoor park or plaza. Maybe some trendy shops, cafes, or bistros, art (exhibits that come and go), an area for children to enjoy. This building is state of the art and the concept is innovative. People come to the district to see what we've done. People want to live in this area because of the sense of place, convenient trendy shops, and location (access to the city and airport.)*
- *If the developer (or new owner) of Mall 205 doesn't have plans that are innovative and refreshing, I believe we will have another so-so Mall 205 or another failing Mall 205, which will incidentally affect the whole district. I hope PAC or urban renewal has some leverage over what and how it is developed.*
- *Cost vs. benefit is also an issue. People may say they like arches, benches, or trees, but with limited funding what can we do that will get investors and individuals excited about Gateway? (Instead of Hollywood or Cascade Station.)*