

Portland Comprehensive Plan Testimony

82nd Avenue Improvement Coalition Meeting 9/22/14

September 22nd, 2014 the 82nd Avenue Improvement Coalition facilitated a forum at Montavilla United Methodist Church. This forum started with a presentation from the Portland Bureau of Planning and Sustainability regarding the proposed changes within the City of Portland 2035 Comprehensive Plan and what those changes might mean for residents and businesses along 82nd Avenue.

The following is an overview of the commentary from the residents in attendance. Attached is testimony from people that attended.

Mixed Use and Employment

- *Possibility from the City of Portland to give incentives to businesses located or moving to 82nd Ave, possibility of urban renewal funds
- *Encourage small businesses
- *Private property/business owners are liable for sidewalks (adding or improving), trees, sewer upgrades, etc. – can City of Portland help property owners for development “amenities” to make attracting prospective businesses to the area easier. We want/need businesses, support services for community benefit!
- *Make 82nd more inviting- more trees, beautification, medians with trees where available space
- * Continuous and ADA accessible sidewalks (especially SE 82nd has parts without continuous sidewalks- this is their #1 request, basic infrastructure) This is safety issue!
- *More safe crossings for 82nd Ave., pedestrian islands where available (no usable turn lane), bike lanes for bike commuters—all are safety features
- * Right now sidewalks are very exposed to street, cars zooming by, feels “grimy” and hot- needs buffer (example is trees) between sidewalk and street
- *Increase walkability- must include support services/businesses for residents/employees to go to (coffee shops, cafes, variety of restaurants, retail, etc., not more fast foods)- Right now nowhere to go!
- * Mixed use buildings/office spaces/apartments with café, restaurants, retail (or another small businesses) on bottom
- *Smaller scale, no more (or restrict) big box retail
- *More like MLK, N. Williams, N. Mississippi in look and feel
- *Height restrictions for buildings, step-down transitions

Institutional-

- *Main institutions are Madison High School, Vestal K-8, PCC SE campus, Multnomah Bible College
- *Surrounding areas need support services, retail businesses (examples are coffee shops, deli, food carts, etc., smaller shops, encourage family focused small businesses, not more fast food restaurants or convenience stores), safe places/businesses for students to go to (not “adult” businesses)
- *Feels “trafficy”, very busy
- *Walkability- safe crossings especially where students are logically wanting to cross, traffic buffers, more trees/ beautification, feeling “safe” as pedestrian
- *Assess placement of bus stops- Is it a safe location with traffic and nearby crosswalks?
- *Bike lanes, safety for bike commuters and students
- *More like MLK or N. Williams in feel and look
- *Parking is necessary, no street side parking on 82nd, buffers between parking and neighborhoods (so houses don’t look onto parking lots)
- *Height restrictions, step down to residential areas

Housing-

- *Jobs and businesses needed nearby where people live
- *Housing units should be small scale on 82nd Ave- Apartments above retail on main street, no additional large apartment complexes. Step down for transitions from taller buildings to single homes
- *Keep neighborhood feel on side streets off of 82nd, limit infill housing
- *Possibility for PCC student housing?
- *Lots of families live out here. Need for parks and/or community centers off of 82nd – especially in SE (around Powell to Division and 82nd to I-205), there is nowhere for families to go who live in this area and water play features funded at parks with closed wading pools such as Glenhaven Park and other parks near 82nd (such as Lents Park)
- *Improve walkability- places to go (family friendly businesses is a must, coffee shops, food carts, etc), sidewalk improvements, safer crossings, pedestrian islands, buffers from street/traffic, trees
- *Can housing still be affordable if area improved?

*82nd Ave is a food desert, smaller grocery stores needed (Trader Joe's, New Seasons, food co-op, etc)

*Job centers- employment opportunities and businesses nearby where people live. We need more employment opportunities (question is can there be enough to account for growth and can housing be affordable in improved areas?)

*Banfield Pet Hospital Headquarters building is available for employment opportunities (they are relocating to Vancouver). Would like to see support services/ businesses for employees to use (again coffee shops, cafes, restaurants, retail are needed)

*Noise considerations for nearby residential (example loading docks, garbage trucks for businesses)- create buffer zone for adjoining neighborhoods,

*Parking considerations for businesses and employees, no side street parking available on 82nd Ave. (especially for smaller storefront businesses, PCC SE campus), using neighborhood streets for parking is big complaint, possibility of parking structure (with buffer to residential, or step-down transition), permit parking (may not be popular), preferably no more big parking lots on 82nd then business behind parking but rather storefronts/businesses with entrances from sidewalk

*82nd Avenue MAX station- In other cities there are "centers" near metro stops, includes coffee shops, shopping, restaurants, cafes, fun places to go, it is a destination. Would like to see this instead of current offerings of motels, car lots, DMV, etc.

* People could walk, bike, use MAX lines, high speed transportation- this could lower traffic congestion, but still plan on people using cars through this corridor

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The 82nd Avenue Improvement Coalition would like to thank the City of Portland Bureau of Planning and Sustainability for their collaboration. We look forward to further collaborative efforts.

Thank you

82nd Avenue Improvement Coalition
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.....COMPREHENSIVE PLAN UPDATE.....

If your comment is related to a specific goal, policy, or section of the Working Draft, please include the policy or page number for reference. Also make sure to include an address or place name if your comment pertains to a specific area or location. Your comment will be used by staff to revise the Working Draft. There will be opportunities for formal comments in later stages of the project. Thank you for your comment!

What can we do to attract small businesses/mixed use developers to the 82nd Ave area? The transit center needs to be a desirable area in order to both increase use of our transit and increase the desirability / usability for residents. Can we do something fairly simple like add trees (eg: MLK Blvd) to make the area more desirable? Possibly offer tax incentives for developers? (NE Siskiyou → NE Glisan area)



Serra Hadsell
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- 82nd Ave =
- (1) Safe crossings; sidewalks
 - (2) bike lane either on 82nd or 80th (dedicated path)
 - (3) Trees; green spaces; fountains
 - (4) Zoning: apts above retail / 4 stories with step down to 3 stories / ~~at least~~ ^{parking} on back side
 - (5) Model after Williams; ^{NE} Broadway; Mississippi



Alissa Kery-Guyer
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David Messenheimer 7514 SE Duke St 97206 440-328-5573

I support the proposed changes on ^{SE} 82nd. More employment is desired, this would allow more people to live where they work.

I support changing the Green Thumb garden site in Brentwood-Darlington to an



open space designation, to prevent development.

I support the down zoning proposed in multiple areas of Brentwood-Darlington.

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My concern continues to be the lack of green space and community centers in the area between Powell & Division & 82nd Ave. & I-205. There are many families w/ children in that area & no youth activity spaces without crossing major streets & highways.



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The rampant expansion of apartments with ^{or} no or minimal parking included do not reflect ^{full} reality. The developments on 30th - to 48th on Division St. in concert with the restaurant district development will be a bane to the neighborhood with parking moving further & further ^{into them}. How can these ~~three~~ ^{three areas} be better  integrated in the future?

Nancy Chapin
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If "Mixed Use" is taken to often include apartment buildings with first floor retail, then 1) care must be taken to provide for on-site parking for at least 1 car per 2 units and 2) landscaping that includes small green areas accessible to the public & safe for children.

- Michael Sonnenleitner 1037 SE 80th Ave Pdx 97215 soulon2u@hotmail.com



The idea of PCC (or an institution) including plans for low to mid-income housing is very appealing - helping students making financial ends meet in proximity to where classes may be attended.

The idea of some PCC facilities able to be used for community purposes especially in evening hours. If St. Mary Church Emmanuel, for example, came to be part of PCC or an institution - why could not a Community Center be part of what could be developed into a recreational ~~activity~~^{priority} & meeting facility?

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In the area around PCC Southeast (32nd & Division) one good use for surrounding areas could be housing that is appropriate for students. The area ~~is~~ now prepared for employment ^(Alder to Mill) could be developed by businesses that would employ or provide internships for PCC students.



Lew Schell
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The term 'pride' was used to describe our corridors. I know for our neighborhood we do not have pride concerning 82ND and we don't frequent the businesses. The 'adult' sex shops chase any desirable businesses, such as stores or coffee shops, away.



We have been to meetings with ODOT and the city. Until you can get rid of this shameful front for prostitution and crime, I don't care how many trees you plant we will not be going there

Michael Botter
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