

Stakeholder Advisory Committee Meeting #6 Approved Summary September 16, 2013; 5:30 – 8:30 pm 1900 SW 4th Ave., Room 2500A

Members

Representative	Organization	Present
Blake Beanblossom	The Standard	Υ
Doreen Binder	Transitions Projects	N
Catherine Ciarlo	CH2M Hill	Υ
Hermann Colas, Jr.	Colas Construction	Υ
Ben Duncan	Multnomah County Health Equity Initiative	Υ
Brian Emerick	Portland Historic Landmarks Commission	N
Jessica Engelmann	Oregon Walks	Υ
Jason Franklin	Portland State University	Υ
Jeanne Galick	Willamette greenway advocate, South Portland resident	N
Jim Gardner	South Portland Neighborhood Association	N
Patricia Gardner	Pearl District Neighborhood Association	Υ
Greg Goodman	Downtown Development Group	Υ
Patrick Gortmaker	Old Town / Chinatown Community Association	Υ
Jodi Guetzloe-Parker	Columbia Pacific Building Trades Council	Υ
Sean Hubert	Central City Concern	Υ
Cori Jacobs	Downtown Retail Advocate	Υ
Michael Karnosh	Confederated Tribes of the Grand Ronde	N
Nolan Leinhart	ZGF Architects	Υ
Keith Liden	Portland Bicycle Advisory Committee	N
Jeff Martens	CPUsage	Υ
Marvin Mitchell	Julia West House; Downtown Neighborhood Association	Υ
Anne Naito-Campbell	Civic activist and property owner	N
John Peterson	Melvin Mark Capital Group	Υ
Dan Petrusich	Portland Business Alliance	Υ
Steve Pinger	Northwest District Association	Υ
Valeria Ramirez	Portland Opera	Υ
Veronica Rinard	Travel Portland	N
John Russell	Property owner and developer	Υ
Bob Sallinger	Portland Audubon Society	Υ
Katherine Schultz	GBD Architects, Planning and Sustainability Commission	Υ
Mary Valeant	Goose Hollow Foothills League	Υ
Karen Williams	Carroll Investments	Υ
Jane Yang	NW Natural	Υ

Alternates

Representative	Organization	Present
John Bradley	Northwest District Association	N
Dave Harrelson	Confederated Tribes of the Grand Ronde	N
Rick Michaelson	Alternate for John Russell	N
Lisa Frisch	Downtown Retail Advocate	N
Martin Soloway	Central City Concern	N
Kevin Myles	Alternate for Jeanne Galick	Υ
Bing Sheldon	Alternate for John Russell	N
Carrie Richter	Portland Historic Landmarks Commission	Υ
Len Michon	South Portland Neighborhood Association	Υ
Raihana Ansary	Portland Business Alliance	Υ
Peter Bilotta	Portland Opera	N
Chet Orloff	Alternate for John Russell	N
Tony Bernal	Transition Projects	N

Project Team/Staff

Representative	Role	Organization	Present
Susan Anderson	Director	BPS, City of Portland	N
Joe Zehnder	Chief Planner	BPS, City of Portland	Υ
Karl Lisle	West Quadrant Project Manager	BPS, City of Portland	Υ
Nicholas Starin	West Quadrant Project Planner	BPS, City of Portland	Υ
Kathryn Hartinger	West Quadrant Project Intern	BPS, City of Portland	Υ
Mark Raggett	Urban Design Planner	BPS, City of Portland	Υ
Debbie Bischoff	River Planner	BPS, City of Portland	Υ
Mauricio Leclerc	Transportation Planner	PBOT, City of	Υ
	·	Portland	
Sallie Edmunds	Central City Manager	BPS, City of Portland	N
Troy Doss	SE Quadrant Project Manager	BPS, City of Portland	N
Desiree Williams-Rajee	Equity Specialist	BPS, City of Portland	N
Lew Bowers			Υ
Kirstin Greene	Facilitator	Cogan Owens Cogan	Υ
Alisha Morton	Facilitator Assistant	Cogan Owens Cogan	Υ

Public

Kai Bates
Ben Bortolazzo
Jamila Carter
Cathy Galbraith
Roger Gertenrich
Boris Kaganovich
Suzanne Lennard
Wendy Rahm
Walt Weyler

Welcome and Announcements

Co-Chair **Katherine Schultz** welcomed the group. Katherine said that Elisa Hamblin has taken a job in Arizona and that Kathryn Hartinger is helping cover some of her responsibilities while the City recruits for her position.

Overview of Agenda

Facilitator **Kirstin Greene** reviewed the agenda. She noted questions on the agenda that will help aid the discussion. Meeting goals include getting SAC members' feedback on the concept layers and continuing that discussion in October.

ACTION: Approval of Meeting Summary

Kirstin asked SAC members if they had any corrections or comments on the meeting summary. There were none. Kirstin asked SAC members to provide any changes via email and that the SAC Meeting #5 summary will be considered final with those comments on Friday.

Schedule and Event Updates

Project Manager **Karl Lisle** discussed the schedule included in the meeting packet. He explained that we are entering Phase 4 of the process now - Concept Development. Staff is working on general concepts – bubble layers now. While it may seem much less detailed than some of ideas included on the charrette maps, some of that detail will be included in Phase 5 – when we get down to draft plan development. Right now we are setting aside the details and specific information and zooming up to see if the concept layers / development get to the big picture. Beyond this meeting we have two more meetings on the calendar to get through the concept layer maps. If we need to add more time for discussion during this phase, we'll look at adding an additional meeting or convening subcommittees. At our last meeting in July, we came up with a list of conflict points / issues. We have structured the next two meetings and tonight about layers, but in the memo we have outlined the issues and how the concepts address the issues.

Ben Duncan: How and where do we bring up broad policy topics? Are we only focusing on things City has authority on? For example, the City doesn't necessarily have authority over inclusionary housing now, but will we call it out to help implement the vision and concepts. **Staff:** Inclusionary zoning is requiring some amount of income-restricted affordable housing in a new development. Oregon statute currently prohibits us from using that approach. In a plan like this, we would have policy language and action items and would have more detail in the ones that we control such as incentive programs. We could include a statement to continue to work with state legislature to develop new tools to address identified challenges like affordable housing if that is what the SAC recommends.

Ben Duncan: I would like to see policies like that called out. It helps agencies leverage their work to implement the plan goals.

John Russell: It would possible. We could advocate for it to be a part of the City's legislative agenda.

West Quadrant Plan Outline

Nicholas Starin reviewed the West Quadrant Plan – Draft Outline handout from the meeting packet. Under each of the areas there is an initial identification of policy topics. The Central City 2035 Concept Plan is for the whole city, we can go back and make amendments to it if there are items that we think are citywide.

Dan Petrusich: Did the N/NE Quad talk about inclusionary zoning?

Staff: They talked a lot about the need for housing in the core of the district but they recognize that Urban Renewal Areas are essentially finished there. Trying to get an affordable range of housing is limited. The plan includes recommendations to continue looking for new tools to provide affordable housing.

Staff: The inclusionary zoning discussion is interesting. It's a big move for Oregon. We would really need to analyze for folks and the sooner we daylight it the better. It is a complicated topic and we want to make sure we can and address it appropriately.

Dan Petrusich: It doesn't seem like the people affected by it are represented – the land owners.

Patricia Gardner: One similar tool that has been use are requirements in development agreements such as the PDC established a policy goal that for every market rate housing there should be a certain amount of affordable housing in the Pearl District.

Draft Quadrant-Wide Concept Layers Introduction

Mark Raggett gave an in-depth overview of the draft Quadrant-wide Concept layers. The detailed information can be found in the Concept Development Workbook in the meeting packet and online here: http://www.portlandoregon.gov/bps/article/463034. Mark then asked for any clarifying questions and said we would discuss the Concept Layers in detail after public comment.

John Russell: Continuity matters a whole lot. For example on the waterfront – the common assumption is to wait for the Zidell family to develop their property and not to build bridges? Couldn't we build a bridge until they have to move the barges out?

Staff: I don't know if that is possible but the idea of interim approaches is a good one.

Carrie Richter: In Map 1, what is the significance of the building footprints that are included? **Staff:** They're key identifiable buildings included simply to help people orient themselves to the map.

Public Comment

Roger Gertenrich: Roger had to leave before giving public comment. His written comments can be found as an attachment to this summary.

Wendy Rahm: A copy of Wendy's comments on building height can be found as an attachment to this summary.

Suzanne Crowhurst Lennard: A copy of Suzanne's comments on building height can be found as an attachment to this summary.

Cathy Galbraith: I also handed in comments in July meeting. I think what we said and heard on the meeting was understated. John Russell discussed the overabundance of parking lots and there is nothing in the document about that and nothing about providing disincentives. Comments don't reflect our concerns about the New Chinatown/Japantown National Register Historic District. It is architecturally significant and picking the buildings off is not a preservation strategy. Documents don't include any reference about adoption of the design guidelines for the Skidmore Historic District. Development scale and height section say where and how to allow

height flexibility for certain areas. Land use transportation and attractions – I don't see how this was reflected. There are a lot of items that I like in the plan. Height is not the answer to any number of concepts that can be applied to the West End including Goose Hollow, Old Town and Historic District. The Entertainment District controversy needs to be addressed. The sprinkler ordinance needs to be in effect.

Jacqueline Peterson: She could not attend, but asked her comments be read during the meeting. Her comments can be found as an attachment.

Maximum Building Height Layer

In response to public comment, staff and the Co-Chairs decided to alter the agenda to start with Map 1B Building Height in response to the public comments received today.

Karen Williams further explained that this is one of the more meaty issues that we will talk about on this agenda. With the members of the public that took the trouble to come out tonight we wanted to engage directly in this conversation while they are still here.

Katherine Schultz said that tonight we are looking forward to a committee's recommendation so we are hoping to hear from everyone.

Karl referred the SAC members to the questions on the agenda to help guide the conversation. **Ben Duncan:** It would be helpful to have time to digest the health impacts referenced this

Sean Hubert: What are current city policies for historic preservation in place?

Patricia Gardner: If you are going to give out research then you need to include benefits on living in high rise. We struggle with historic buildings a lot, it is the challenge. We have tried use the carrot concept to create an artificial market for air rights. I don't think you need to change the map but is there a way if a building is on the historic registry that we look at these things? Is there a way to if you're in a historic building that you have to petition to develop. How do you keep them when they are not in the historic district? We don't have an air rights market and only have historic base zoning.

Sean Hubert: The carrot concept intrigues me. If would be good if there was a way to allow sales like that to happen. Great outcome of this process would be if this plan had some real big ideas about historic preservation.

Greg Goodman: The members of the public talked about the 75' height limit in the historic district and I respect that. It would be a mistake to not provide project pro formas. In 2008 – 2009 PDC wanted to build a parking lot to house parking for a whole bunch of buildings in the area. We needed \$6 million in subsidy and \$4 million grant to do a building without parking. People need to look at the economics of it. You might still say it's 75 feet, but don't be naïve to think that if you close a parking lot that somebody will build on it. There is not the demand to build right now. Land is about 10% of the project cost not 50%. In Skidmore/Old Town every project of substance or magnitude has been subsidized. The University of Oregon building covered half of the costs with tax credits and subsidies. If you close surface parking lots nobody will build on them. We need to analyze these things. Skidmore/Old town has the lowest rents in town. There is demand in the West End but there isn't demand for Skidmore/Old Town. You have to look at the economics of it.

Greg Goodman: There were five parking lots in the Skidmore/Old Town on which everybody except landmarks agreed to raise the height limits. I would modify that if it was going to be above 75 feet it needs to be housing and it needs to be set back. It needs to be mixed use. With housing at 75 feet half are looking into a wall of another building. Everything has to make sense. We either need public subsidy or it's not going to happen. Outskirt parking lots – got 130 feet but modify to say it has to be setbacks and it has to be residential above that for the outskirts. I would protect the 75 feet in the historic districts on Naito Parkway.

Jessica Englemann: I walk around the West End all the time – daily. It wasn't until I got the inventory that I realized a majority of the buildings I enjoy are historic. You can't get this back if we tear them down. Part of what makes them charming is the massing of the buildings. What does the character of the area look like? I do believe that social isolation is an issue. I would like to see more research on it. You hear about it in the suburbs but you don't think about it going up (height). You can have a lot of people together but still be socially isolated. People want different things too. It's not that or nothing. Tall buildings make sense in certain areas. I have a hard time looking at map and seeing how they are reconciled – massing of historic district and housing/taller buildings. I don't feel like I have the understanding of specific building heights. I don't understand what that will look like as a build out. Can you give us other city examples?

Staff: One tool that we have that we haven't used yet is our 3-D maps. We can look at redevelopment sites and pop these in and show you were we might expect to see taller buildings in the future. Very few, if any will be super high buildings. We can bring this to a future meeting. The Reader document also has a map with likely redevelopment sites and can give you a sense of where we would see more development and where we would see just a few new buildings.

John Russell: There is a distinction between historic districts and valuable historic buildings where there is not a district. The issue of preserving the individual buildings is different than preserving the district. I really endorse the extension of height south to I-405. When we did Pac West Center people didn't realize that it went that far south. Floor-Area Ratio (FAR) is not a bad thing – it supports mass transit. With the advent of light rail on that length I think it's very important to extend height and FAR along the transit mall.

Mary Valeant: I see both sides to the issue and think there is a way to do both. Views are important and I think height is also important. I honestly think Goose Hollow hasn't developed much because we don't have the views so no point in building high. The fabric of the street is really important. We haven't seen examples of tall buildings come down to the street really well. Vancouver BC is an important elegant example of high buildings with residential living structures. Add different uses on the streets and look at townhouse / residential that would break up the fabric more. Get both with that type of development.

Patricia Gardner: We completed the North Pearl Plan five years ago. Only about four or five buildings that have gone through the process. There is unlimited height right now. These five buildings are residential. Three buildings that are being built – two will be apartments and one will be condos. They are much different in shape. We changed the zoning. They have small floor plates and different things. Just because something is zoned tall doesn't mean you will get tall.

Lew Bowers: I think the map is going the right direction. There has been a long standing debate around the Historic District that is being played out on this map. We need to integrate the various aspects. Renovating the historic buildings within the Historic District is my goal. Keeping the height down will help with the massing but won't create any further development. If we all agree that we need additional carrots for affective historic renovation – what value can we capture to make that happen? We need a tradeoff to put us on a good route to renovation. If there is not an economic use for these historic buildings we are not achieving our goal.

Carrie Richter: I appreciate the idea of the Chinatown transfer and development rights (air rights). I am less concerned about this low rise Old Town with a high rise around it. Old Town is special – it's supposed to look like that. It is unique. You cannot let that tiny area be eroded. I appreciate the housing push towards the river, but we can't lose the Skidmore / Old Town character. That area has to be preserved because it is special. Changes to the south side area towards Goose Hollow, I appreciate that you are not changing the height, but point was made that we don't understand what the historic pieces are that we have there. There has been a lot of talk about a Historic District comprised of institutional and churches along Goose Hollow.

Staff: Thank you for identifying so clearly the issues. As an example of how we could use transfers in the future, the lower Pearl District has many one and two story buildings that are marginal over the long term economically and will face pressure to be replaced with larger structures. Stakeholders in the neighborhood have said they would like to see the little buildings preserved. If we are comfortable with more height on other sites near these smaller character buildings, perhaps we craft a transfer provision that requires preservation of the small building in order to allow the tall one. Priorities will vary in different parts of the West Quadrant, this process needs to identify what they are. Examples include preserving historic buildings and affordable housing or providing open space, and others. Wherever that is – we can try to connect the tools to the desired goal.

Steve Pinger: The key question in trying to evaluate building heights with economics is what the street environment and experience of it is like being adjacent to these buildings. For me, it is still difficult to come to a thoughtful analysis of the affects of building heights with this type of representation. I would request some understanding of what the underlying current height standards are. Density is also important so can you indicate what the current FARs are. Finally, what would help is some representation diagrammatically what it looks like on the street. If I am here and there are 350-foot, 460-foot, 75-foot buildings around. What is that like? We need to advocate for the streets.

Staff: Yes, we can provide existing height maps and FAR information.

John Russell: I served on the Planning Commission in the 60s. My idea that the street really mattered helped develop the design review process. Applicants were required to show what the first 35 feet would look like in a large scale. Design review has been working yet people are showing dissatisfaction. In the South Waterfront, how the buildings meet the street is not always done well. Height and density are different aspects of trying to assess the effect of the buildings.

Valeria Ramirez: Please clarify what we are talking about when we refer to bonuses with heights. I have a reaction when I think about heights like wind tunnels and the experience on the street is not pleasant with narrow streets and high buildings (San Francisco). Heights are scary to people. I understand that they all won't be that tall, but how do we know what the effects will be?

Staff: Page 8 includes an existing regulatory map on height limits. Hard to read but bonus heights are available in the areas with cross-hatching. In those areas, additional height can be earned if a development provides certain public amenities. When we originally set this up, we were trying to encourage housing. You can play with these entitlements and be more targeted with what we're trying to achieve through them. Currently, housing developments can earn up to an additional 75-feet, while commercial uses like office buildings can earn up to an additional 45-feet by providing eco-roofs, bicycle locker rooms or a variety of other amenities listed in the Zoning Code. This group should make general recommendations on what types of amenities or public benefits are most important in various parts of the West Quadrant.

Nolan Leinhart: We currently regulate maximum building heights in the areas just to the west of the South Park Blocks. What shows as proposed is anywhere from 175-250, is that an intentional move?

Staff: No, not in the detailed concept level. We will presumably still want to preserve access to sunlight immediately to the south and west of public parks. This map deals with bubbles that are three-four blocks wide. What you are talking about is a half block here adjacent to parks where building height is restricted, it doesn't show on these maps because it's too small an area. We will be more specific as we get into the district level plans.

Catherine Ciarlo: I like the height increases but I echo the call for some images of what that feels and looks like. Public vs. private space images and understand the trade-offs. And I would like to see what design review might look like or impose. Sunlight corridors would be helpful to see.

Karen Williams: It would help me if we thought about the policy level issues as groups of topics. I have heard several topics that have overlap and relation to each other. Preservation of Historic District and whether height limitations in the Historic District is an effective tool for that. There is a difference between preserving historic buildings and a historic district. Are there height tradeoffs that might make specific sites more able to preserve? Some of these districts whether they are historic or not need to be concerned with the human scale. Too many tall buildings in a district change it to metropolitan scale vs. human scale. What makes Portland unique is the human scale. How to achieve density and livability is another topic and what it means in larger and smaller buildings. Policy discussions around these issues – that is an orderly way to look at how different policies apply in different concepts.

Jodi Goetzloe-Parker: I would initially go with thumbs up on this map. Honoring our past — walk through the area and how I felt about it. We remodeled the armory; the area before we put the light-rail (streetcar) through was very awful. If you walk it now you see the beauty of the area. Wherever we can save let's save. In some of the more dangerous areas, we need to take this into account. Safety needs to be taken into consideration. We can all get along. Where we can save and where we can't update.

Patricia Gardner: I am in favor of the direction, but there are other topics that should be talked about. If you can't be urban here, where are you going to be urban? Are we all going to be socially isolated driving in our cars to sprawled out areas. Portland is not an island. There are a lot of cities that we can look at for inspiration. New Orleans is an exceptionally successful historic district. Need clear vision of what we can become – catalyst for development. We are trying to save buildings in isolation but is there something there that makes people want to develop? What is the nature of the historic districts? When you look at an absolute height we can all be scared. The tools that Karl talked about are really powerful. We have unlimited height-limits today in the North Pearl. You can't do a whole block that way and there are tools in the code help shape these areas. Bonus conversation and height conversation are intertwined. In the North Pearl there is family housing and all kinds of things. When we have this further conversation we may want to educate people on those options.

Patrick Gortmaker: I would like to share that there has definitely not been a consensus in the Old Town/ Chinatown district for FAR. From working with real developers and development, I can say that it is critical for this group to look at these maps and massing and consider development feasibility. Cathy brought up something extremely important regarding design guidelines. I am not comfortable with height remaining at 75 feet everywhere in Old Town / Chinatown. Design guidelines can help regulate how the buildings look at the street even when they are taller than those surrounding them. We need to spend more time in Skidmore / Old Town as we continue the height discussion.

Staff: Regarding heights in the Skidmore area, this map suggests that generally inside the Skidmore Historic District heights should be limited to 75'. Patrick is referring to a previous proposal to increase heights on a few noncontributing (non-historic) sites at the edge of the district. The exact details of where the boundary lies between the higher heights and lower heights is not defined on this map. If you're generally okay with 75' heights in Skidmore, and more outside the district, that's all that this map is trying to establish. I think there is still room in the district-level discussion for talking about those edge sites and exactly where height limits change. I don't think that should hold up the concept if you are only talking about those half block sites at the edges of the district.

Patrick Gortmaker: Increasing heights to 175 feet in Chinatown is going in the right direction. **Dan Petrusich:** (Regarding 3D modeling and showing potential development sites.) Keep in mind that you will model at the maximum and it won't turn out that way. From a practical standpoint economics will dictate what it turns out like. It won't look right and the model is flawed. Look at how the city has developed and maximum heights – most buildings don't use full height allowed.

Steve Pinger: Request I was making that is that we have 3-D diagrammatical representation of the street.

Catherine Ciarlo: Models could help us understand what type of policies we would want to see in place.

Jason Franklin: Please provide us with a couple case studies. What is possible and what has been done before and what's possible to get. More specific about the sites and building it off real world data and comparing to what we already have.

Jeff Martens: We are asking for 3D models – is that something that you can and will deliver to us? It sounds like a huge task to me. Is this realistic?

Staff: We can provide a fair amount of this and pull from some other sources for examples; we probably won't be able to do everything that is imagined, but we will be able to bring some new tools back.

Kirstin asked for a straw poll for general comfort with direction shown on the height map with the caveats discussed above. Of the SAC members, 22 were in favor of the general direction, none were not in favor and three need more information before deciding. Kirstin asked those three members for more information.

Ben Duncan: I would like to hear more on the health issue. I would love to look more at what happened in the Pearl – design specs etc. I am one of those people who say if you make the restriction a certain height people will build that high.

Marvin Mitchell: I am concerned about the isolation factor more than just mental health. It impacts the nature of each neighborhood and the city. Isolation affects people in poverty circumstances and also where people live high up in the building as you see everything but you see nothing.

Steve Pinger: The view from the street. See the example from the Conway Master Planning Process – there was a very useful street level vignettes that were not exhaustive to create. **Catherine Ciarlo:** I don't think I need a lot of elaborate 3D models but pictures of examples. **Mary Valeant:** It is confusing to talk about building height unless it's view corridor or historic district. FAR is what will dictate this.

Dan Petrusich: If you want to get a couple good visuals, look at how the zoning was in the 1960s and 70s. With buildings like the Georgia Pacific Building and Wells Fargo Tower they required these big plazas. PAC West Center comes along and things got fixed. If that building had been built at the same time in the 60s it would have had a plaza but instead it has retail along the whole thing. The City fixed it – I think.

Predominant Land Use Layer Discussion

John Russell: The yellow concerns me a little bit. Particularly in the south waterfront. In the Schnitzer Area the uses are confusing (institutional, entertainment etc). I would hate to see that area walled off. Not sure what that concept means there and the other area by the tram.

Katherine Schultz: It's not saying it's only institutional there, but it's something to say that we promote that type of use, but it doesn't say we won't have housing etc.

John Russell: There may be another category then as entertainment doesn't fit that. I would hate to see that happen in those two areas. All South Waterfront should be mixed use. Nike would be great but like the Nike Headquarters in Beaverton would be disaster.

Nolan Leinhart: The Post Office and Union Station areas have awkward shape there. Is the goal to assume that it is institutional because owned by Post Office?

Staff: It is a large site so it is the opportunity for these types of development such as campus type use. Not exclusive use places but could benefit from predominant character.

Nolan Leinhart: Institutional means corporate as well?

Staff: It could be corporate or educational campus instead of institutional.

Sean Hubert: I've lost track of where the parking discussion will be. What plan will that reside in?

Staff: We will start talking about parking next month. We can have general guidance in what happens with parking, but when we are done with all the districts we will revisit parking that goes along with new development.

Sean Hubert: Parking strategy is important for current issues as well such as the retail downtown core.

Staff: That may be a sub-district type of issue. Is there some statement around the whole west quadrant for parking? Maybe, but seems like sub-district level.

Sean Hubert: Neighborhood association level is always an issue.

Staff: We will start talking about transportation during the next meeting. Let me know what you're interested in and we will bring it for discussion.

Sean Hubert: My point is with all this planning let's not forget about parking.

Carrie Richter: Considering residential and Skidmore/Old Town, historically all across the waterfront it was industrial employment. To incentivize housing there doesn't make sense and historically it was office buildings and industrial. Incentivize preservation more than incentivize housing along the waterfront. Why would you stop incentivizing at Broadway? Why not go to Centennial Mills?

Patricia Gardner: South Waterfront is very confused with splotches of things that are not cohesive. You could really have all this be orange. Goose Hollow up to 18th should be orange. Institutional thing scared me particularly in the Pearl. Baseball stadium at the Post Office site - I was asked if I wanted to see this. Clarifying the definition of institutional as campus on these maps is very important. Regional entertainment should be a different color than institutional. Goal is employment.

Bob Sallinger: I know that natural resources and open space systems are on different maps, but I am concerned with maps that don't include it with the development maps. Often they get marginalized and forgotten about. There should be natural systems on this land use map – at least waterfront as open spaces. Integrate open spaces in this map. Natural systems function and then build upon that.

Jason Franklin: I agree that we should turn the whole map orange. Downtown is a mixed use environment. And then we should focus on the areas that need special attention i.e. South Waterfront. This loses the purpose of this land use map so we should integrate different systems and places into the map. We should do it all mixed and be intentional about where we want to focus our attention and effort.

Karen Williams: I am ok with eliminating this map while assuming it is all mixed use and do a map that is a specific focus area.

Staff: Would the specific focus areas look like the yellow and the blue?

Jason Franklin: Yes, but less than that. University district boundary doesn't really mean a lot. **Dan Petrusich:** When looking at Jefferson / Columbia corridor it's a commercial corridor now. The neighborhood has wanted to see that as a commercial corridor with a couple main streets. Designating it as residential doesn't really work. Get rid of blue and make it mixed use. You get more housing when you have mixed use zoning, you get more of everything. If it is zoned to one use you don't get anything.

Staff: Part of the purpose of this map builds on the idea that there's some value to anticipating areas in which there is likely to be a lot of new housing, particularly those where there may be a large concentration of a certain demographic – like families with children. For example, when we have conversations about future school sites this is informative.

Jason Franklin: Those investment decisions will drive how these areas develop.

John Russell: I would like to second Carrie's suggestion of two major historic districts and calling it land use preservation. I used to live in the top floor of the 1859 building and it was office buildings below.

Kirstin recapped the highlights from the discussion:

- Distinguishing between employment and entertainment
- Clarify the areas in yellow
- Natural systems locate them on the map
- Differentiate institutional vs. campus
- Clarifying recommendations about making it all mixed (orange)

No SAC members disagreed with these items.

Lew Bowers: I am not comfortable how we left South Waterfront. This doesn't tell a story. We need to reflect that there is an institutional use there and there is a different characteristic there. **Kirstin** asked for a straw poll on the designations on the map:

Keep the designations as well have them with the changes (keep the colors on): 6 Changing to fully mixed use with some focus areas: 14

Karl said that the team will take another shot at this map and bring it back for more discussion. **Karen Williams** thanked the members of the public and congratulated the committee on

processing a lot of information. She adjourned the meeting at 8:22pm.

BASE OF SUPPORT: OUTDOOR MARITIME DISPLAY

The Outdoor Maritime Display Celebrates Portland's Maritime Activities Past & Present. This is a 'grass roots, bottom up' project.

The site of the display is along the Willamette River Greenway generally in the area between the Ross Island & Marquam bridges on the West side of the river.

On the Maritime Team are the following persons: Roger L Gertenrich, retired dentist, former City Councilor & Mayor of Salem Oregon; Jim Stroup, retired NW & Delta Airlines pilot; Ed Thompson, Emeritus Professor of Science & Engineering (OHSU); Frank Ansari, retired businessman. Don Hill, mechanical engineer, Air Force /Navy & private missile specialist.

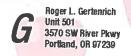
Individual Support (in progress)

- Former Portland Mayor Vera Katz
- · Local historian Chet Orloff
- · Powell's Bookstore owner Michael Powell
- Sign up lists (just initiated)

Organizational Support (letters of support on file)

- · Oregon Maritime Museum
- · PT Boat, Inc.
- · Oregon WWII Memorial Foundation
- · Zidell Corporation (e-mail)
- Amphibious Forces Memorial Museum & the LCI-713
- JHI Engineering
- · OHSU
- SWCA(South Waterfront Community Association
- SPNA (South Portland Neighborhood Association
- Oregon Historical Society
- · Office of Healthy Working Rivers
- South Waterfront Nature & Greenspaces Committee
- WWC (Working Waterfront Coalition- 27 Portland companies)
- · Portland Parks Foundation





- Historic Preservation League of Oregon
- Regional Art & Culture Council (RACC)
- Oregon African American Museum
- Portland Spirit(Dan Yates ,president)
- · OMSI
- · US Navy League
- Riverplace Planning Community
- Kaiser Permanente
- National College of Natural Medicine
- · Columbia River Fish Commission
- South Portland Business Association
- Hood to Coast Relay
- March Wellness Center (OHSU)

Future contacts: (as of Sept 2013)

- PDC (Patrick Quinton) Done
- · Confederate Tribes of Grand Ronde .. 1st contact

Other supportive meetings:

- * Portland Mayor Charlie Hales- done
- · Josh Alpert, Policy Director, Office of Mayor Charles Hales
- Portland City Commissioner Amanda Fritz /Steve Novik's Assistant
- · Rolando Cruz, assistant to Mult.Co. Commissioner Kafoury
- Bret Horner & Kia Selley PP&R
- · Ann Beier, Director Office of Healthy Working Rivers (City of Portland)
- Sallie Edmunds River & Environmental Planning Manager ,Bureau of Planning & Sustainability (City of Portland)
- On the Record with the Central City (SW Quadrant) 2035 Plan Note: Brett Horner stated that the project "Historically fit" & Kia Selley stated that the project was a "viable option". Brett Horner later connected us with Kevin Kilduff, Office of Healthy Working Rivers.

Possible Maritime Display items (photos available)to be donated:

- · Two Liberty Ship Bows
- Two smoke stacks & a huge anchor from the Battleship Oregon
- Two large ships bells.. & many other maritime items --Zidell Corp
- Huge bronze ship propeller

- · Massive ship chains, anchors & misc ship items...Zidell Corp.
- Numerous old ship related photos
- · A torpedo
- Maybe an old Dragon Boat
- · Anchor /chain/ 2 Smoke Stacks from the Battleship Oregon

Comments:

- The WWC (Working Waterfront Coalition) have indicated that if this project gains city approval, they would help with some funds. The WWC employs about 53,000 people, direct & induced. They represent the 'present & future' Portland ship works.
- Kaiser Permanente(KP) wants to be involved
- Apparently many ship work display items are in private hands and might be donated. Our Maritime Team intends to reach out to the public to solicit those items that would 'fit' in the outdoor display
- Other donation offers include:
- Fred Gans(architect) is willing to assist.

 JHI Engineering has offered to assist. Its office building was a Day Care Center for WWll worker's children. About 1/3 of the workers were women..the Rosie the Riveters & the Wendy the Welders.
- · Dan Renton Surveyor
- * The Oregon African American Museum BOD are interested in the project as thousands of African Americans moved to Portland during WWll to work in the shipyards. Many were housed in the city of Vanport.Or (Oregon 2nd largest city during WWll.
- * The Oregon Historical Society would consider a Maritime Display at the general time of a future 'ribbon cut' on this project
- Several citizen are using Support Sign Up Sheets to gain individual support. This effort is in its very early stages & is very time consuming.
- Finally, this project is fantastically popular. Oregonians /Portlanders `LOVE this project..`Grass Roots` projects are the very best kind,,they are what the people want

Contact: Dr Roger Gertenrich..... (gertr@comcast.net)



OUTDOOR MARITIME DISPLAY

BUILT IN BENEFITS

- Land site is the North Greenway & the land has mostly been environmentally cleaned up, bank restored & leveled.
- NMUR District has 2 million budgeted for this Greenway
- The 2 (& only)land owners favor the project.
- It will be a highly used GW..bikers/ped.
- Land has history of maritime activities.
- · This GW connects to downtown Ptl.
- · Support is strong.
- · The Regional Arts & Culture Council might get a 2% Arts Grant.
- · No building is built for this outdoor display.

POSSIBLE HELP WITH SERVICES. LABOR.

1) Working Waterfront Coalition (WWC) has pledged to help Possible assistance: a) transportation of heavy maritime items to the site. b) JHI Engineering Co. has pledged to design display stands c) The Swan Island Workforce Training Center might build the display stands(WWC). d) The Kaiser Permanente Foundation might assist with the outdoor displays of old photos/history. e) An old Dragon boat might be donated after being repainted. Zidell Co. might be storing it. f) the Oregon Maritime Museum likely will donated many items such as WWll anchors, smoke stacks from the Battleship Oregon & many other items. g) Zidell Co. likely will donate many naval items such as bows of Liberty Ships, old anchors, bronze ship propellor etc. h)An International Architect(Fred Gans) will assist if need pro-bono i) An Oregon certified surveyor (Dan Renton) will donate services if needed.

PUBLIC DONATED SUPPORT

Indications of public donations is present. All sorts of maritime items have been mentioned in the course of building a base of support...items such as old maritime photos, the radio room from the Battleship Oregon, ship workers ID badges ,etc. This source has yet to be explored.

MARITIME HISTORICAL MARKER

Each item displayed would have an historical marker describing the items significance. The addition of `QR Codes` would also allow additional information via I -Phones etc.

Kaiser Permanente has expressed a special interest in displaying their past ship building history. The Working Waterfront Coalition represents much of today's maritime activities. The WWC has also express a desire to get their story out in an outdoor display.

COMMUNITY PROJECTS

Grass roots/bottom up community projects are the 'best' kinds. these types require a big base of support, a lot of hard work (sweat), a dash of faith & good luck.

Because this project is ultimately going to be done under the umbrella of the City of Portland, it also requires the open minded, positive attitude of the city official from the `top down`.

Dr Roger Gertenrich gertr@comcast.net

BASE OF SUPPORT FOR AN OUTDOOR MARITIME DISPLAY ALONG THE WILLAMETTE RIVER GREENWAY BETWEEN THE MARQUAM & ROSS ISLAND BRIDGES.

INDIVIDUAL SUPPORTERS:
FORMER MAYOR VERA KATZ
HISTORIAN CHET ORLOFF
POWELL'S BOOKSTORE OWNER MICHAEL POWELL
OTHER PERSONS ON LISTS ON FILE

LETTERS OF SUPPORT FROM:

OREGON MARITIME MUSEUM

PT BOAT, INC.

OREGON WW II MEMORIAL FOUNDATION

ZIDELL CORP.(e-mail)

AMPHIBIOUS FORCES MEMORIAL MUSEUM & LCI-713

JHI ENGINEERING

OHSU

SWCA(South Waterfront Community Association)

SPNA (South Portland Neighborhood Association)

OREGON HISTORICAL SOCIETY

OFFICE OF HEALTHY & WORKING RIVERS

SOUTH WATERFRONT NATURE & GREENSPACES

COMMITTEE

WWC (Working Waterfront Coalition-28 companies)

PORTLAND PARKS FOUNDATION

REGIONAL ART & CULTURE COUNCIL (RACC)

OREGON AFRICAN AMERICAN MUSEUM

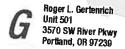
PORTLAND SPIRIT

OMSI

US NAVY LEAGUE

RIVERPLACE PLANNED COMMUNITY

KAISER PERMANENTE



NATIONAL COLLEGE OF NATURAL MEDICINE COLUMBIA RIVER FISH COMMISSION

South Portland Business Association

Hood To Coast Relay

MARCH WELLNESS CENTER COHSW)

FUTURE MEETINGS:

Mayor Charlie Hales (scheduled)

PP&R Director Mike Abbate(done)

PP&R staff Brett Horner & Kia Shelley (done)

Portland City Commissioner Amanda Fritz (done)

Portland City Commisioner Steve Novick assistant Bryan

Hockaday(done)

Mayor Hales Policy Director Josh Alpert (done)

Staff of the Bureau of Planning & Sustainability (done)

Golden Dragon Paddling Club(possible Dragon boat donation)

Port of Portland (old photos /dredging pump possible donations)

Willamette River Keepers (contact made)

Grand Ronde Confederate Tribes (1st contact made)

Kevin Kilduff- Healthy/Working Rivers (done)

Willamette River Tug/Barge boats -to be done

Swan Island Workforce Training Center

Commissioner Debra Kafoury (Rolando Cruz) - done

Congressman Earl Blumenauer (1st contact)

Dr Roger Gertenrich gertr@comcast.net

It's time to honor city's maritime history

Created on Thursday, 22 August 2013 07:00 | Written by Dr. Roger L. Gertenrich |



My View: There is wide support for a waterfront display

Portland's maritime history needs to be more respected. Presently, this history is mostly in the minds of senior citizens and tucked away in files.

The maritime history of the Willamette River begins with the Native Americans who were the area's first ship builders. Later, as the Willamette Valley developed, the river was a major route for travel and transportation.

During World War II, about 100,000 people moved to Portland to build warships. Portland was changed forever.

How many people, especially younger ones, know about the City of Vanport (population 40,000), Oregon's second-most populated city during the early 1940s? This city housed many ship-building workers. About 16,000 were African-American, and about one-third of the workers were women. Vanport was eliminated by a flood on May 30, 1948.

Ask most Portlanders what Kaiser Permanente is and they will say a medical complex. But, they likely will not know that Kaiser evolved from the cradle of the ship-building industry during WWll.

Present-day maritime activities come largely from the Working Waterfront Coalition, consisting of more than 20 maritime companies. These companies are responsible for hiring 53,000 people.

Portland is an active river city. We see all sorts of boats on it, including tugs, barges, dragon boats, kayaks, canoes, paddle boards, fishing boats, the Portland Spirit, etc. The Willamette River is where the action is in Portland.

A small group of citizens are advocating a grassroots effort for an outdoor maritime display to celebrate, respect and restore Portland's maritime history.

The proposed site would be on the west bank of the Willamette River between roughly the Ross Island and Marquam bridges. As people bike and walk along this future greenway maritime display, items would be there to see and educate. Hopefully, along with large items like ship anchors, Liberty Ship bows and propellers, historic maritime photos would be on display.

Enhancing Portland's maritime history is popular. More than 20 local organizations have pledged their support, and we are starting an individual support list. On it, so far, are former Mayor Vera Katz, local historian Chet Orloff, and Powell's bookstore owner Michael Powell.

Want to help? Do you have any old maritime items to

donate?

As a mayoral candidate, Charlie Hales was asked "Can a good idea come from the bottom up and succeed in Portland?" He answered "yes." He liked the outdoor maritime display idea.

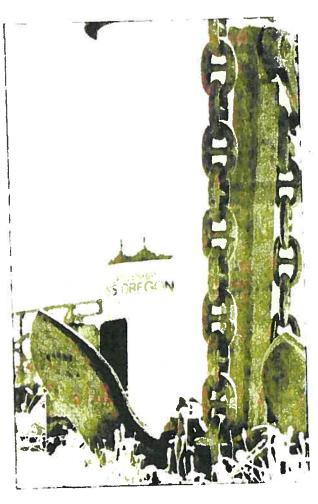
Well, Mayor Hales, there definitely is support. Where do we go from here?

Dr. Roger L. Gertenrich, the former mayor of Salem, is a retired dentist from Southwest Portland.

Roger L. Gertenrich Unit 501 3570 SW River Pkwy Portland, OR 97239

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It's time to honor city's maritime history



By Roger L. Gertenrich

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An old anchor from a World War II-era Liberty Ship rests near the tower of the hattleship USS Oregon. The smokestack is one of a collection of large artifacts that are to be saved for display when the Portland Maritime Museum finds a permanent location. Supporters of the museum hope to install artifacts in the South Waterfront area.

gertre comeast. NET

PORTLAND TRIBUNE 22 Aug 13

Wendy Rahm

wwrahm@aol.com

SAC meeting, September 16, 2013

During the Central City Advisory meetings, there came a point when staff recommendations were so alien from what is good planning for people and their history that PSU Urban Planning Professor Ethan Seltzer gave an articulate speech demanding that staff go back to the drawing board. This draft Concept Development Workbook is very similar to what Dr. Seltzer so roundly Cothers on that advisory committee supported him. Seltzer's theme was the need to identify what we have that should be preserved before deciding with broad strokes what can go.

That discussion has not happened with this advisory group, this time there is a decided lean of the SAC constituents and leadership to support planning on behalf of developers, the university and businesses. Residents and tourists are in the My neighborhood the West End has disappeared from the maps. We need residents in a livable central city. Apparently, costs to developers are more important than costs to people who live here.

Building heights are at the core of what will destroy what has made Portland a destination for tourists and new residents including retirees and young creatives. Someone arriving today might falsely think Portland has a well developed sense of the value of historic preservation and its history. I was one of those people. The authenticity that those buildings convey cannot be replaced. They are everywhere in both Old Town and the West End. Whereas there are dramatic heights that create incentives to tear down, there are no incentives in this document to preserve or make the SW quadrant livable. Unlike so many other homogenized U.S. cities, Portland is unique thanks to its old architecture and human scaled buildings. This plan does not recognize that.

Public Comment at the West Quadrant SAC meeting, September 16, 2013.

Suzanne H. Crowhurst Lennard Director, International Making Cities Livable Conferences

I request that Karl Lisle forward to the SAC Committee all 5 of the documents that I forwarded to him on September 12. These documents respond to the articles on Singapore and Vancouver, circulated to the SAC together with the article by Gifford that I submitted, and their lack of relevance to the research on health effects of living in high rise housing.

I ask the committee also to review the article by Gary Evans on Housing and Mental Health. This is included in the 5 documents, together with a page of excerpted quotes. Also included is information about the work of Peter Webber, and the City of Sydney, Australia on the problem of Social Isolation in Residential Flats. The City of Sydney is making design recommendations to mitigate social isolation exacerbated by high rise housing.

We propose that, instead of giving bonus incentives for high rise residential buildings, it would be more responsible to offer bonus incentives for human scale residential buildings. High rise residential developments should be required to provide mitigations to counteract their detrimental effects on health and well-being.

Finally, in relation to the question of incentive tools for affordable housing, raised by Ben Duncan, Shared Equity Housing is an excellent model that is used in the UK and Australia, and has been – and perhaps still is used in Portland.

Comment read at 2035 Strategic Advisory Committee September 15, 2013

Dr. Jacqueline Peterson Professor of History, Washington State University Vancouver Founder of The Old Town History Project

I have just returned from a conference week in New Orleans' French Quarter, one of America's premiere national historic districts. It reminded me of the important role that Portland's national historic districts can and should play in the development and future vitality and livability of its downtown waterfront. I applaud the current recommendation to sustain the 75 foot height limitations of the Skidmore Landmark District, the Yamhill National Historic District, and to extend that limitation to NW 13th. The mention of "flexibility" within the New Chinatown/Japantown National Historic District is less clear.

Before advocating any substantive changes to the latter district, I would urge the formation of a committee of Chinese-American and Japanese-American community leaders as well as of planners, scholars and property owners within the existing district to study the rationale and impact of altering either the boundaries or the height limits of the New Chinatown/Japantown District. Either one is likely to set in motion the delisting of the national historic district by the National Park Service, a radical step to be avoided.

The call for "flexibility" within an existing National Historic District where Contributing and Non Contributing status has already been determined, seems to have been fueled in part by the distinction recently drawn between Old Town's two national historic districts in which the Skidmore Landmark District is described as about "architecture" and the New Chinatown/Japantown National Historic District about "culture." In my view, this distinction lack substance. Both national district nominations list architectural significance as a primary criterion and focus. While the period listed in the nomination for New Chinatown/Japantown (1890-1940) is more recent than the 1860-1920 period celebrated in the Skidmore Landmark District, the work of many of the same architects is represented in both districts.

Moreover, both nominations list American historical significance as a primary criterion. The Skidmore Landmark District is exemplary of 19th century American industrialization, whereas the New Chinatown/Japantown District is exemplary of the history of immigration, in this case the social and economic history of an Asian immigrant community which grew between the river and train station between the 1890s and World War II. During these decades, NW 3rd, 4th and 5th Avenues were the loci of a flourishing Japantown and New Chinatown.

As such, Portland's New Chinatown/Japantown National Historic District is akin to many of America's national historic districts which memorialize – through a cluster of buildings and streets comprising a distinctive historical neighborhood --the businesses, families, and lifeways of America's varied ethnic and racial groups. Importantly, the New Chinatown/Japantown District is not and has never been about the culture and history of China or Japan. Rather, it is about the late 19th and early 20th century experience and history of Asian and other immigrant families and businesses in Portland in the process of becoming American.

It is time to decide whether this important part of Portland's past, a story most of us share, is worth preserving alongside the other two national historic districts in downtown Portland. And in what fashion.