

Gerding Edlen Development

Questions:

1. Please explain further the 2 slides showing work lofts at roughly \$200/sf
And/Or ?
Condos at \$300/sf. How will the choice be made?

2. How many permanent jobs will your project provide at full build-out? (Do not include Construction jobs in this count, since they are not permanent)
How many of these jobs are “family-wage” jobs? Can the workers at your project’s major employers or retailers afford to rent an apt. or buy a for-sale housing unit?

3. What is public subsidy required for your project? Including.....
 - a) Tax relief (property taxes, income tax, or others)
 - b) \$\$\$ (outright grants) or loans with written-down interest
 - c) In-kind contributions (such as streets, utilities, etc.)
 - d) Land (either donated or cost write-down)
 - e) Other?

4. One of the design requirements is to be sensitive to adjacent uses. How is your design sensitive to the skateboard park which is directly under the bridge?

5. The Burnside Skatepark has been developed over the last 14 years by Portland’s skateboard community. PDC has stated on record that the successful proposal will a) not adversely impact the skatepark, b) complement it. How does your proposal complement the skatepark?

6.
 - A) When did you start working on your proposal?
 - B) Exactly how much public subsidy are you requesting?
 - C) The Burnside-Couch couplet does not permit the bridge access you are proposing. How can you make your proposal comply with the Plan?

7. In the “Evaluation Criteria” section, “Implementation” includes “impact....on...neighborhood”. How is “livability” factored in? How is “Little Italy” integrated into existing neighborhoods?

8. Will there be a public connection for pedestrians from the Burnside Bridge north sidewalk down to SE 3rd Ave. (either north or south sidewalk)?

9. The façade facing the Burnside Bridge seems to be a blank parking garage wall, with art affixed to it. Is there a way to add active uses to this frontage between 2nd and 3rd Ave.?

10. Since Home Depot associates earn an average of \$9.00 per hour (approx.), do you anticipate that the employees of Home Depot will have access to low income housing in our project?

11. If this is a traditional Home Depot, doesn't this bring more large car traffic into the area. If so, how is this compatible with the Burnside/Couch traffic calming provisions, the Portland Streetcar & pedestrian access?

12. There are approx. 1,800 businesses in the CE Business District. I've looked at the list and identified approx. 200 businesses that could be negatively affected. If each of these 200 businesses had to lay off one employee, where is the benefit of 200 jobs Home Depot would bring? Also, where is the benefit of Portland profits being sent from Portland to Atlanta (Home Depot HQ) instead of staying in Portland?
13. Question construction schedule of "Big Pipe" under this proposed "Big Box" campus. Did you know that a 14' tunnel will be constructed in the near future?
14. What about the skatepark? What changes?
15. What alternatives to Home Depot are you considering? Are their retail uses that can be net positive?

Comments:

1. As an owner of a nearby small business, worker owned cooperative (city bikes ??? on SE 8th & Ankeny), we want to see the inner eastside thrive, light industrial and small retail. The industrial base of this country is disappearing. Adding big box retail only cuts sales from existing retail. **Spending tax monty on retail development does not make sense. We need light industrial, housing, homeless shelters.** I see that the third presentation is clearly most in line with our values.

Opus

Questions:

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3. How can projects “live or die” based on:
street activity }
parking }
traffic/transportation improvements } All mentioned by Bruce
citizens (of Durham or elsewhere) }
anchor tenant (a.k.a. “big box”) }
What really is the “live or die” question?

4. Currently pedestrians & bicyclists can travel north and south on Third Ave. between Ankeny and Davis. Your proposal seems to block this access. Will the public be able to travel on this route? People use this route to avoid the Burnside/M.L. King intersection.

5. One of the design requirements is to be sensitive to adjacent uses. How is your design sensitive to the skateboard park which is directly under the bridge?

6. Did you plan for public/community space, i.e.
 - Free concerts
 - AA meetings
 - Neighborhood meetingsI would like to see a plaza type area where the public can meet.

7. The Burnside Skatepark has been developed over the last 14 years by Portland's skateboard community. PDC has stated on record that the successful proposal will a) not adversely impact the skatepark, b) complement it. How does your proposal complement the skatepark?

8. We don't really need a large retailer in the area. So why are you doing this?

9. So, after all is said and done I still couldn't tell if you believe big box retail is a must or not?

10. Given Portland's policy of taxing small businesses heavily and giving larger businesses tax abatements:
 - a) Will these retailers pay for the city's public services through taxes?
 - b) Are they expecting tax abatements?

11.
 - A) When did you start working on your proposal?
 - B) Exactly how much public subsidy are you requesting?
 - C) The Burnside-Couch couplet does not permit the bridge access you are proposing. How can you make your proposal comply with the Plan?

Beam Development

Questions:

1. How many permanent jobs will your project provide at full build-out? (Do not include Construction jobs in this count, since they are not permanent) How many of these jobs are “family-wage” jobs? Can the workers at your project’s major employers or retailers afford to rent an apt. or buy a for-sale housing unit?

2. What is public subsidy required for your project? Including.....
 - a. Tax relief (property taxes, income tax, or others)
 - b. \$\$\$ (outright grants) or loans with written-down interest
 - c. In-kind contributions (such as streets, utilities, etc.)
 - d. Land (either donated or cost write-down)
 - e. Other?

3. As someone familiar with communal living and Gen X’s & Y’x desire for privacy. Do you really feel communal bath/restroom areas would function well? For instance how would they get cleaned? If the answer was “residents”, who would enforce this housework requirement?

A “housing cooperative” design mandates “housing cooperation”, social structure and the Berkley cooperatives, the largest in the country, are dangerous places. Smaller cooperatives work well, or they can, in any case. If cost is driving this plumbing restriction (all plumbing in one place) perhaps the costs need re-evaluating.

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 - A) When did you start working on your proposal?
 - B) Exactly how much public subsidy are you requesting?
 - C) The Burnside-Couch couplet does not permit the bridge access you are proposing. How can you make your proposal comply with the Plan?

7. Are you using the Andersenville Study to support your assumptions that buying local keeps more revenue within the community? If not, please contact me for this important study.

8. What about the skatepark? What changes?

Comments:

1. Brad Malsin & Beam Development have the project that would be most beneficial to the community – largely because more of the focus is on locally owned business. This keeps dollars circulating in our community and seems like a better use of public economic development dollars. He is a less experienced developer but as such seems to bring a fresh perspective. I'm not interested in either a big box retailer (Lowe's or Home Depot) or in the Burnside Bridgehead becoming another Pearl District. Brad's project seems friendlier to the common person. The traffic impact of a Lowe's or Home Depot would be horrendous for the neighborhood. Make sure to incorporate safe bicycle passageways.

2. Please study the Andersenville Study regarding the economic ramifications of local (Beam) vs. national and multinational businesses. Please contact me if you do not have this crucial study.

MISC:

Questions:

1. How do you or will you use local artisan construction labor/contractors?
2. If I'm a pedestrian or bicyclist, how do I get to the Burnside Bridge to get into west side downtown?

Comments:

1. While I welcome attempts at invigorating and reinvigorating various Portland city neighborhoods, I'm concerned that such initiatives have only "yuppified" many of these plans. Also, the so-called low-cost housing is still out of reach for many Portlanders. Precious city dollars should absolutely serve everyone in the city in terms of civic amenities and housing. I urge the PDC to go and stay local. No more "big box" stores!
2. A medium to large format grocery store would be very good.
Bicycle connection between Burnside & East side/ped Esplanade would be good (spiral ramp)
Lowe's/Home Depot would be useless additions
3. I am a builder & have a studio in this area of town. I don't like what Home Depot does; predatory marketing, extraction of wealth, lack of product choice. We don't need this!
We don't need any big box stores. Let's stick to locally owned businesses.
4. Diversity is important whether planning a stock portfolio or trying to represent a community. We already have places that are a great fit for big box stores. The inner east side is unique and a huge asset to me as a small contractor. It should stay "light industrial" with diverse business as well as being itself an addition to Portland's economic diversity.

5. The following studies should be reviewed in detail by all Selection Committee members.

Big Box Retail In Austin/An Independent Review

The Andersonville Study of Retail Economics

They are available on line at www.civiceconomics.com

6. I have come as an interested business and community person in strong support of option #3. I am particularly concerned for the well being of local hardware and building supply stores quite nearby the proposed developments. Small businesses like ours are the most positive contributors to any local economy and deserve preference for the Burnside Bridgehead Redevelopment.