

OPUS Questionjs and Comments

(1)

Dump the Lowe's sign!

How about the Delta Park store?

No big box store! Get local \$ keep local

Good pedestrian access from Burnside, but from the big box store!

Buy local - \$73/100 revenue kept in community (Andersonville study)

No big bo store

Further fragments an already disrupted urban fabric. Weak relation to E street grid, river, & I84 (major gateway). Is design dependent on large retail> Tower forms are out of place. Connection to bridge looks like an accident.

I don't like this design at all! Box bo stores please.

Local arterial streets are already extremely congested as is the adjacent (but not easily accessible) freeway. More emphasis on the neighborhoods heeds. Public transport, bicycles & pedestrians. Low income housing....

Leave more room for Burnside skateboard park. (Buildings too close to park). The park is a historical lanmark that should be cherished for all.

Nix the big box store!!

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(2)

SPend more time considering how lessons learned to date at skatepark could further mitigate criminal elements.

Re; Third Ave - Since you proposal to bring 3rd up tp grade at its intersection w/ Bside, what happens to 3rd SOUTH of Bside? [Does it dead end???] WHat is its design treatment?

The days of de-humanizing box architecture are coming to an end.

Changing the appearance of big box does not change the economics of big box - vacuum local dollars to corporate headwuaters!

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(3)

spectacularly uninspiring architecture

I would like a target not a home depot we have rejuvenation and winks already

no target no home depot no big box

- we need local community businesses not more corporate mega stores which will cause more congestion than there already is

could your design remain viable without the corporate stores like eddie bauer, lowes, homedepot, costco, crate and barrel, potterybarn, etc...
lets keep the flavor downtown w/ local businesses

do something thats portland not something that could be anywhere usa

yes that . ive been so proud of portland for being unique. with measure 37, urban growth boundary in jeopardy we need to keep on task w/ our progressive selves

please consider the locality of our economy as it is planned here to construct nationwide corporations in view of our "made in oregon" sign

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- please include more affordable housing - this site is perfect for jobs and transportation access

this is possible, given the offering of this package (also more live/work)

- this design is so underwhelming, formulaic & passe. it's so sterile and uninviting. seems like anywhere usa. it would be a blight to the rest of the city's wonderful and beautiful skyline

- i agree with the above statement

- this project is like the big box store caters to - oversized, bland, and unrelated to the neighborhood

your illustration shows WIDE sidewalks on the burnside bridge. is the county planning this? and you eliminated the bike path! you cant do this!!!
must encourage & provide for public transport, bicycles, & pedestrians

Central Eastside Developments - Comments and Questions

(1)

Please no big box retailer - keep \$ local

Skateboard park is an international attraction. Capitalize upon it!

Big box = traffic/livability disaster

No big box!

Reduce the speed of vehicles

(2)

Keep the speed of vehicles low enough so as not to endanger pedestrians and cyclists limit on street parking and curb aprons

consider the pedestrian

wide sidewalks, development at a human scale

- what is the forecasted amount of profit dollars which will remain in the local economy?

- what will be the tax contribution of the development (some large companies are given big tax breaks on infrastructure freebies because of political clout?)

- what will be the electrical/water draw of the development? how much will this increase in need cost taxpayers?

beam proposal is best (they're all a bit big)

definitely oppose box store. emphasis should be on small local business

there is already too much traffic on local arterials & access from freeway is poor & would lead to more traffic throughout the neighborhood. project should serve the needs of the new (low to middle income residents and those who already live & work in the area

bicycle, pedestrian, streetcar, bus

(3)

maintain the 200' grid of streets - make the district ped-friendly
couch between 3rd & mlk (even between 2nd & 3rd?)

also, street on west end of grand central bowl, between Belmont & Morrison

support no PDC development on 8th, 9th, 10th corridor! save corridor for new I-5 freeway - purchase land in this corridor for this purpose

- MLK corridor for highest density, not at Bruside/mlk block in question

here

- create freight corridor below ground in future
 - create high speed corridor for future eastbank
 - "memorial stadium" at MC (more union station)
 - this creates the straight shot n/s with no bridge crossings!
- ive sent a request to IS partnership to engineer into the new bridge - no response!

- really like beam proposal, serves neighborhood and incorporates sustainable design

- i will only be shopping local businesses (many friends and neighbors likewise)

- strenuously opposed to big box, encourages car culture which will soon collapse as oil runs out

Beam questions and comments

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strong connections to e. eside history
- cobblestone on 3rd. ped access to river-f views

strong economic development and housing elements

* only 72 "affordable housing units" versus 234 "market rate condos?"

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- i would like target rather than home depot
we already have winks and rejuvenation

- like that it doesn't rely on big box retail

- disappointed in form of gateway - too corporate, too suburban. consider scale; variety of west end - need to reflect on east as well, esp along burnside

- please don't force the eastside once again service westside interests & needs. give us something unique we can be proud of

- consider what the top of bldgs will look like to those taller buildings behind

* eco-roofs!

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- need beams vision on mlk also
- define plan for artist live/work space
- most promising proposal
- ped friendly - good! - most walkable
- best of all proposals - nurtures what portland is all about keep it local, especially because of public subsidy
- important to time in esplanade - embellish park setting
 - compatibility w/ skateboard park is important - define relation to park
- don't subsidize big box
 - wider sidewalks @ market settings - 3rd ave - adds to sidewalk activity - larger than 5ft
- i like the metropolitan, int'l & multi-era aesthetic of the design. it improves the look & public space (use) of portland
- this proposal most accurately reflects the will of the people of portland. excellent work!

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- consider community policing thought environmental design concerning skateboard park - view for police of park - don't close in
- maintains local revenue w/in community - \$73/100 stays w/in community vs. \$43/100 revenue of national accounts - andersonville study
- good mix of uses - big box isn't necessary - good ped. frontage on burnside
 - connection on 3rd under bridge is maintained - good for pedestrians, bicyclists & even drivers - view down couch is maintained
- keep skateboard park as it is
- design not interesting - needs more architectural innovation, but concept is good
- don't have structured parking fronting street @ ground level <-- ditto i

agree!

- favorite proposal - better w/out cars on 3rd - peds & bikes only - smaller local retail needed - secure bike parking needed

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- appreciate independent & eco thinking - like chef space, public space - (rep. of ending corporate personhood, non-red.com [?]) = 65 people - all favor beam proposal

- what % of profits remain in local economy?
 - what is tax contribution from development?
 - what are power & water draws of development?
 - support local businesses & sustainable planning/development

- to all proposals - concern re: height of development, LEED is important

- concern re: design - concept is excellent - no big box - keep in suburbs
- alter design - need to improve

- innovative economic mix - ? needs of community - fitd PDCs mission to serve community & eco. development

- love this proposal - mixed development route in local community & businesses

G/E questions and comments

- consider ? issues re: skateboard park/positive contributions to crime prevention

- excessive parking? please auto accomm.

- please no big box retailer keep \$ local

- support small local businesses during/through construction

- national acts (such as home dep) destroy local economies (per andersonville study) businesses - \$100:73 local - \$100:43 national business

- blank wall (even with applied art) not up to portland's ped-friendly standards - need connection from 3rd and burnside bridge for pedestrians

- compare proposals financing to cascade station re: projections & what pdx can bear

- why do you have to depend on a big box to do this dev?
- changing the look of a big box doesn't change the economics
- how can you juxtapose the made in oregon sign w/purveyors that sell items made mostly in china
- don't like the design, i support the beam vision

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no home depot - rather target we already have winks and rejuvenation

- can floor level 5 (gray color) parking be eliminated betw. apt. blocks on blocks #67-68 and the fringe of townhouses on west? instead of top deck parking (paving) make a people-plaza - then open a slot betw. T-H to view toward river!

- 2 lane "free" right turn from s-bound MLK to w bound burnside is hazardous to bicyclists it will require thru wbound cyclists on burnside to merge w/accelerating traffic turning from MLK

- the tenants alone will fill all the parking spaces! (no more - may be fewer) no box store! - small local businesses please - eliminate carts from 3rd through project

- massing & arch vocabulary is poor - you can stack all the artist loft boxes on the roof of a costco & it still doesn't fit - this project is full of tokenism - why pretend?

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- what amount/percentage of profit dollars will remain in the local economy?

- what will be the tax contribution from the development (some large companies are given tax breaks or infrastructure freebies because of political clout)?

- what is the forecasted power/water draw of the development? what will this increase in demand cost taxpayers?

- home depot = george w bush contributor urban sprawl contributor ditto never forget!

- how does this dev. agree w/ criterion: "maximize alt. modes of transportation" - it will create a traffic nightmare

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- why go for a proposal that needs millions in tax breaks to exist? why can't they pay for themselves?

- we are concerned about you driving up prices and gentrifying current residents out

- too boxy

there is already too much traffic on the arterials through this area. the tenants will increase the volume. a box store is all wrong. all the local streets will be congested with SUVs driving from the I-84 exit at Lloyd Center or the I-5 exit south of the Morrison's bridge on Water Street - too bad the MAX station doesn't transit the central eastside! the streetcar will be essential

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- like partnership w/REACH - keeps jobs in Portland

- grocery is important - good fit

- what's impact on Skatepark? needs to be compatible - develop relationship w/park, work in positive manner to enhance park - win/win for both

- secure indoor bike parking

- European style separated bike path thru MLK/Burnside/Couch area (all proposals)

- diversity of tenants more economically sustainable than one large tenant - more resilient

- like design - keeps edgy & gritty feel of CES - cobblestone, MLK/Burnside corner - echoes Big Pink & CC and provide pedestrian safety island

- focuses on maintaining new urban industry which is what CES is all about

- multiple small businesses will help local economy/community - safer long term concept/investment