

Land Use:

- 1) *The residential population in Portland will continue to increase in the coming years. How can the city expand its residential population while ensuring that there are housing opportunities for all income levels?*

Portland expects 300,000 new residents in the next 20 years (1 million new residents across the region). These new residents are not just new arrivals, but also our children.

The primary strategy for accommodating these new neighbors will be to intensify development along transit corridors. This will not only provide housing with minimum reliance on auto travel, but will also bring new services (shopping, restaurants) and jobs to the neighborhoods served by these corridors. With more of the things we need to travel to within a shorter distance, all of us will be able to reduce our driving and more frequently reach our destinations by walking, biking or taking transit.

- 2) *The need to encourage increased employment and business vitality in the city will be critical to supporting Portland's expanding population. How do you propose to support business development in the city without sacrificing neighborhood livability and critical residential amenities such as open space?*

Just as residences are going to have to grow up, rather than out, business land uses must do the same. In many cases today the largest use of land by a business is for parking for its employees and customers. When this parking is put in a structure (ideally underground) or when more employees and customers use transit, this land can be re-developed for business use and expansion.

Transportation:

- 1) *Increased congestion in the city will affect the local economy and public health as well as contribute to global warming. How will you ensure that the people and goods will be able to move smoothly in and out of the city? How will you pay for these improvements?*

My priority is that the transportation system be safe, sustainable and well-maintained, and to that end I have served on the steering committee for the Safe, Sound and Green Streets effort, which would fund all three of those priorities (with most of the money going to maintenance) with a "street maintenance fee" added onto water bills.

The "cost of congestion" is often discussed, but in fact the "cost of

safety" (the cost to society of injuries and property damage due to crashes) is much more.

- 2) *Pedestrian and bicycle safety are chief concerns for Northeast neighbors. What initiatives do you plan to undertake to ensure that residents can safely walk and bike to work, shop and play? How will you pay for these improvements?*

The Safe, Sound and Green Streets effort will add more than 100 miles of bicycle boulevards and fund sidewalks on busy streets that are missing them.

Public Safety:

- 1) *We have seen a significant spike in gang activity and youth violence, however the East precinct continues to be understaffed and funding for gang and youth intervention programs are also very low compared to historic levels. How do you plan on addressing issues of gang and youth violence in Northeast Portland? What increase in funding for the East precinct and intervention programs do you have planned?*

I support aggressively working to fill the budgeted police positions, and re-staffing the gang task force. But ultimately I believe the solution is in investing in early childhood development and strong educational opportunities for our youth.

- 2) *Graffiti and vandalism continue to cost local businesses thousands and thousands of dollars. What initiatives do you have planned for supporting graffiti abatement, investigation of vandalism, and the prosecution of vandals in the city?*

Research suggests that the best way to reduce graffiti is the remove it promptly. I would support City programs to assist property owners in implementing this strategy.

Neighborhood Associations:

What role will Neighborhood Associations play in your policy development and policy making decisions? What specific initiatives do you have planned to ensure that neighborhood concerns are not ignored by council?

Having started my advocacy within the neighborhood system, I have deep respect for Neighborhood Associations and believe we have been underfunding the system. But I also know that Neighborhood Associations are not always the best point of entry for Portland's newer, more diverse communities. I support the strategies developed by the

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Community Connect effort and support the ONI budget request to implement the first year of these strategies.