

## **Results of the March 2020 West Portland Town Center Plan – Growth Concepts Survey**

The West Portland Town Plan (WPTC) Plan effort is working to create a vision and identify actions that will help this area transition into a healthy, inclusive, complete and people-centered community. Work so far has explored issues including housing and displacement, transportation accessibility and safety, stormwater, economic development, zoning changes and urban design.

Below is a summary of responses and comments to a March 2020 West Portland Town Center Plan Growth Concepts Survey.

In November 2019 the West Portland Town Center Plan held a public Design Workshop. The event encouraged community members to consider and talk about the future built environment of the town center. People discussed what they wanted to see in the town center (e.g., new housing, commercial services, transportation changes, and open spaces) and where these elements could or should be located.

Considering community input from the November 2019 Design Workshop and the project’s community goals, staff put together three future growth concept diagrams – for land use and transportation - to help refine ideas for the town center. A public in-person open house was held on March 4 and an online open house extended through late March, **to share and learn community views on these concepts**. Both in-person and online participants had the opportunity to provide input via a survey.

Over 65 people attended the in-person March 4 Open House event and 25 participants completed the survey. The online open house was open through March and 98 people completed the online survey. (Open house materials continue to be available on the project web site.) In addition, at least one email comment was submitted separately in response to the open house materials and survey. The summary represents a total of 128 responses.

In addition to the in-person and online surveys, a focus group was scheduled with HAKI Community Organization, a community based organization serving and engaging East African community members in the West Portland Town Center area. The focus group was intended to be an opportunity to provide additional explanation and build further understanding of the concepts. Unfortunately, due to impacts of the COVID19 pandemic, we were unable to complete the focus group and receive survey responses from these additional participants. Many HAKI members were able to attend the in-person open house and HAKI is represented on the project’s Community Advisory Group. We look forward to engaging with them and seeking their input as the plan continues to develop.

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## Part I – Community Goals and Growth Concepts

**Question 1** - Please tell us which future growth concept comes closest to meeting the community goals for the area around the West Portland Town Center. Place an “X” in all the boxes that meet these goals.

Add your other ideas or feedback in the comment sections.

	<b>GROWTH CONCEPT A: SHARED GROWTH + GREEN RING + JOBS FOCUS</b>	<b>GROWTH CONCEPT B: SHARED GROWTH + GREEN STREETSCAPES</b>	<b>GROWTH CONCEPT C: CORRIDORS- FOCUSED GROWTH</b>	<b>NONE</b>	<b>TOTAL RESPONDENTS</b>
Creates opportunities for community and multicultural spaces	84.00% 63	22.67% 17	9.33% 7	0.00% 0	75
Provides access to existing natural areas	78.38% 58	22.97% 17	6.76% 5	2.70% 2	74
Creates public spaces to support people and businesses	74.32% 55	22.97% 17	9.46% 7	2.70% 2	74
Mixes natural elements into new development	77.33% 58	21.33% 16	8.00% 6	1.33% 1	75
Increases new housing choices for all household types and incomes	79.73% 59	22.97% 17	12.16% 9	1.35% 1	74
Supports stability of homes and culturally specific places for the most vulnerable households	79.17% 57	20.83% 15	12.50% 9	1.39% 1	72
Helps create a transportation network to meet a variety of needs	80.82% 59	23.29% 17	13.70% 10	1.37% 1	73
Creates retail main streets and commercial areas	74.32% 55	14.86% 11	27.03% 20	1.35% 1	74
Provides opportunities for minority businesses	79.73% 59	14.86% 11	20.27% 15	4.05% 3	74
Other goals? (Please specify in the comment field below)	77.78% 28	8.33% 3	11.11% 4	8.33% 3	36

The results above indicates that the majority of respondents thought that the Community Goals were best achieved through Concept A.

The table below documents the comments shared in response to the above growth concept and goals questions:

<p><b>Land Use</b> Where's the center? The concept maps feature multiple "destinations" but not what appears to be a primary center. I would think we need one or perhaps two distinct centers, and not a series of destinations, which are often separated by bleak auto-dominated walks of ¼ to ½ mile. I'm concerned that without a distinct activity center that is well-linked to transit, WPTC will have trouble getting off the ground, especially with the negative influence of Barbur/I-5/Capitol Hwy.</p> <p><b>Access to PCC.</b> As I mentioned previously, I believe providing a back-door access to PCC on 53rd rather than Capitol Hwy. is a mistake because the WPTC will need all the foot traffic and people making transit connections as it can get to support businesses in WPTC. This back door will simply siphon a significant energy source away.</p> <p><b>Location of residences.</b> I don't favor the idea of placing residences between I-5 and Barbur due to noise and air quality concerns. Commercial uses can be designed to tolerate this kind of environment much better than full-time residents. <b>Open space location.</b> I don't understand the value of open space at the intersection of I-5, Barbur, and Capitol Hwy. Unless you can drastically transform the character of this intersection to be a pleasant place to walk, open space will be barely be noticed or enjoyed by anyone driving or walking though.</p> <p><b>Active Transportation Main streets.</b> The concepts rely heavily on "main streets" to make multi-modal connections. I realize we're at the concept phase, but while the street design component descriptions sound good, they're pretty fuzzy. For example, the Barbur/Capitol Hwy. intersection will require major surgery if it's to become something even remotely similar to what's described as a main street.</p> <p><b>Bike access continues to be unappreciated.</b> With the lower densities of the WPTC and surrounding area, bike access should be recognized as a critical way to overcome walking distances that often are over 1 mile, including between destinations within the WPTC. Bicyclists can't be expected to share the road on busy collector streets – they must have decent and safe facilities. We have potential with the existing/proposed Capitol Hwy. improvements and SW Corridor proposal for Barbur north of the transit station. However, they'll be next to worthless without safe connectivity. Expecting cyclists to share a lane on Capitol Hwy between Taylors Ferry and Huber is complete fantasy. <b>Specific Bike Recommendations</b> Huber bike facilities. Huber is a critical east-west route between Capitol Hwy. and 35th not only because of its connection to the I-5 bridge, but because of its relatively gentle grade. As you know, the other east-west connections to the south have much more gradient. Huber needs to have bike lanes between 35th and Capitol Hwy. <b>Local bike routes.</b> Concepts A and B show a local street route using the I-5 bridge (this should be a ped/bike bridge not just ped.), 40th, and Galeburn. I offer one route change due to the extremely steep gradient on Alfred between 41st and 43rd and the Galeburn stairway connection between 40th and 41st. Change the route to: I-5 bridge – 40th – Alfred – 41st – Galeburn. This will avoid the steep grade on Alfred and the stairs, while making the desired connection.</p>
<p>I would love to see the kind of green streetscape envisioned in Plan B connecting Jackson to Markham schools, the library. Holly Farm Park put into the business friendlier, spread multifamily density housing of Plan A</p>
<p>Concept A has the most reasonable location for the cultural center. Prevents clusters of all income in one area.</p>
<p>Topography needs to be part of the zoning and density consideration. -Design rules must be in place before zoning is changed. -Densify the main corridor ( Barbur) first, then bleed into adjacent neighborhoods. -Barbur/Capitol Hwy/I5 must be addressed and fixed first (need 1 or 2 new Southbound ramps North of the Town Center to take the pressure off of it.</p>
<p>Love the green ring- brings communities to the BTC via Active Transportation</p>
<p>Need sidewalks bike paths on Taylor Ferry Road. Need better access to parks by walking and biking. Prevent commercial displacement ie Barbur World Foods, existing office space. Require all infill development to build required street improvements and fund sidewalk and biking projects on key connectors within entire study area. Enhance transit network, not just transit service to downtown</p>

Portland.
Support Concept A only if complete bike and pedestrian facilities are provided on the major streets: Barbur, Capitol Highway, Huber, Taylor Ferry and etc.
Support and encourage more housing for all cultures and families. Most space for business, so assuming a wider range of accessibility.
Please consider preserving more parking at Barbur Transit.
Interesting. I thought I preferred Concept C but I think Concept A is a much better match for the WPTC Goals!
Mobility device Access and Safe routes of travel to and from transit, businesses, and homes. Myself and thousands of older adults use canes, walkers and mobility devices. We need safe, well-lighted routes to our destinations, with ramps and walkways which do not become slippery during inclement weather. Covered walkways over highways. Our numbers are growing every year and we use fixed-route transportation.
Prevent displacement of single family homeowners since this is some of the more affordable single family housing in the city of Portland with yards for the kids and good schools. There aren't enough parks for people that are crammed into some of the scenarios and we need open space and public playgrounds. The goals also need to prevent displacement of existing businesses since a lot of the scenarios are places with existing small businesses that we want to stay, like Barbur World Foods. The goals need to be race-neutral in order to serve all Portlanders.
This area of SW Portland has many smaller lower cost homes. Many lower income people would rather stay in their homes but when the SW Light Rail is built, much of the land will become too high value not to develop into higher density thus displacing many of these people. If a family doesn't want to live in denser housing, they must move. Right now, with the Corona Virus hitting our world hard, shelter families in small high rise apartments would be the worst alternative available. It is sad to think those with lower incomes would be forced to live this way. There needs to be an option to allow both high density housing and smaller low cost homes to coexist. Option C seems to be the best choice for this. BUT, without the road and other infrastructure improvements that are pictured in Option A and to some degree Option B, this corridor of higher density from Option C will not be accessible for those who live slightly out of the tight bounds along the light rail. I vote for a high-breed of these options!
We need more affordable housing near the Barbur Transit Center.
Protects community priorities best
Require affordable commercial space
I do not like the idea of extending a new street THROUGH Woods Creek Memorial Park, as shown in Concept A. Concept B provides access to that natural area without creating a new "cut through" street into a heavily residential area.
Some businesses add interest and value to an area but cannot survive high rents, there should be an accommodation for this. It is depressing to lose places such as second hand or thrift stores that enliven the fun of shopping.
Reduced traffic on neighborhood streets in Multnomah neighborhood
I realize we're at a conceptual stage, but I don't see nearly enough firm commitment to make the streets in the TC pedestrian and bike friendly (especially the latter). Only modest improvements, if at all, appear to be proposed to cross Barbur/I-5. Also, the Barbur Transit Station/future MAX station is somewhat removed from central activity areas and destinations.

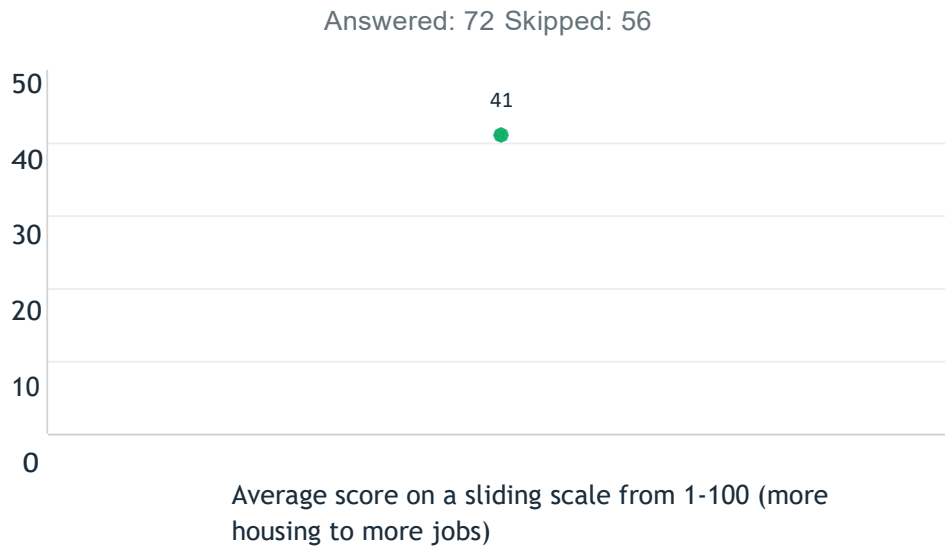
## Part II – Growth Concept Preferences

The three future growth concepts are different in a variety of ways, including:

- The mix of housing and employment/jobs
- Where new housing is allowed
- Extent of pedestrian and bike connections
- Location of a multicultural commercial hub
- Types of transportation investments.

Please share what you think about these different elements.

**Question - Which is more important: more housing or more jobs?** (Survey provided a sliding scale with 'more housing' on the left and 'more jobs' on the right for respondents to indicate what they felt was more important.)



The graph above shows that respondents preferred slightly more housing than jobs for the town center.

**Question -** Each concept has a similar amount of housing, but each shows different types of housing in various locations. Where should new housing be located? (Survey provided a sliding scale with ‘high-rises along corridor’ on the left and ‘Smaller apartments or townhomes within a few blocks of the corridors’ on the right for respondents to indicate housing form and where they felt housing should be located.)

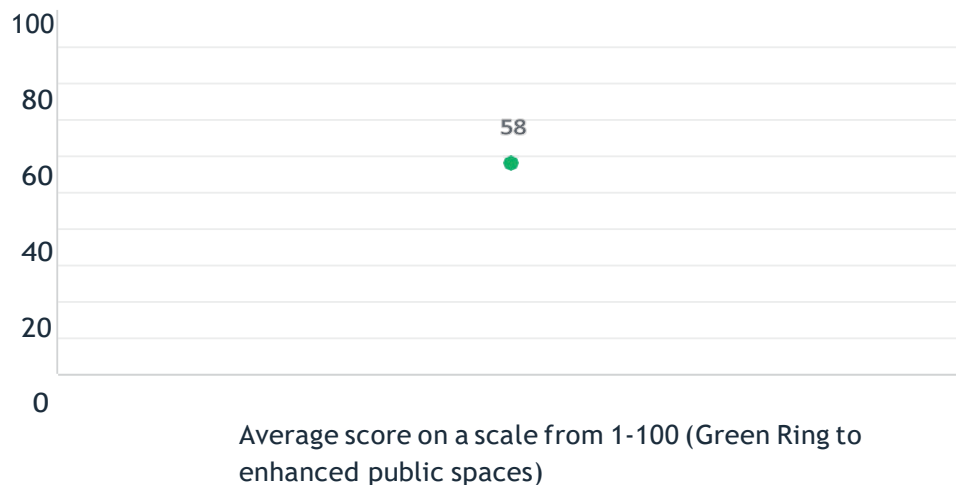
Answered: 72 Skipped: 56



The graph above shows that respondents slightly preferred more smaller housing near the corridors, than high rises along the corridors.

**Question -** For walking and biking, what would be more useful? (Survey provided a sliding scale with ‘Accessible pathway around the town center (“Green Ring”)’ on the left and ‘Enhanced sidewalks and public spaces on sections of main streets’ on the right for respondents to indicate usefulness of transportation network ideas.)

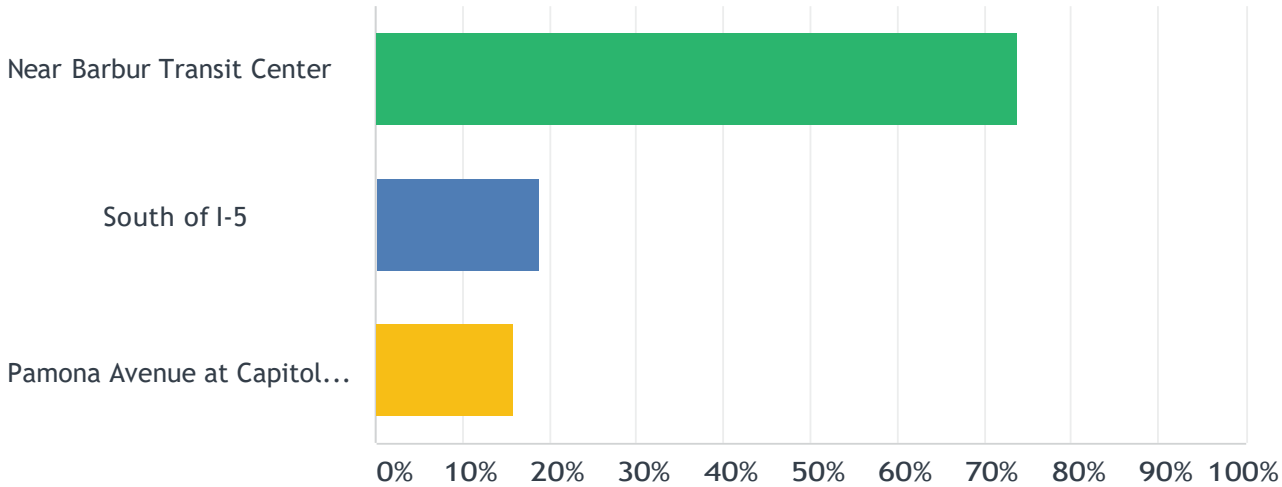
Answered: 69 Skipped: 59



The graph above shows that respondents thought enhanced sidewalks and public spaced could be slightly more useful for walking and biking around the town center.

**Question - What is the best location for a multicultural mixed use hub?**

Answered: 69 Skipped: 59



Majority of participants indicated that the best location for the multicultural mixed use hub was near the Barbur Transit Center.

**Question - List the top three locations of pedestrian and/or bike improvements needed to support the town center.**

Answered: 43 Skipped: 85

The locations noted the most were:

- Intersection of Barbur and Capitol Highway
- Barbur Boulevard
- Taylors Ferry Road
- Capitol Highway
- Huber Street
- Pomona Street

Other locations listed by participants included: Along Capitol Highway from PCC to Multnomah; intersections of Capitol Highway at Dickenson, Alfred and Huber; along Alfred; Taylors Ferry and Capitol Highway, I-5 Pedestrian Bridge near Markham; SW 53<sup>rd</sup> Street, PCC Transit Center, SW 30<sup>th</sup>, SW Dolph, “everywhere” and “close I-5 ramps”.

The table below documents the comments shared in response to the questions in the section above:

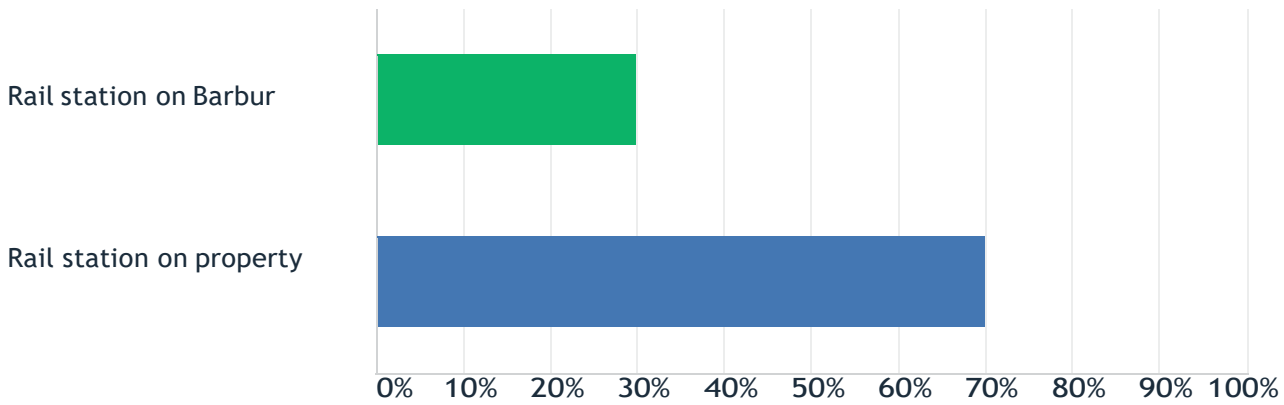
<p>SW Capitol Highway is already a "complete street" but SW Barbur and all of the other streets lack safe walking and biking facilities. Locate the densest housing, jobs and services near the best transit service.</p>
<p>No project - SW Light Rail, SWIM, WPTC, none! has any funding for any improvements to this area. Lots of finger pointing from 1 bureau to the other!</p>
<p>Allow all types of higher density mixed use buildings throughout the plan site. We are in desperate need of more housing near mass transit, so don't cap it by only allowing low density construction.</p>
<p>Need a safe walk for pedestrians and bicycles to use the Crossroads, and for it to become the center of the Town Center!</p>
<p>Please connect the two areas of the City cut in half by the construction of I-5 and widening of Barbur over the years.</p>
<p>People move to SW Portland to avoid high rises and excessive people walking around all the neighborhoods. It doesn't need further "development"</p>
<p>In short: Construct a roundabout as a showpiece Town Center plaza. Pool money with the Oregon Dept. of Transportation and redo the whole Crossroads above I-5 as a giant roundabout -- or given how extended it would be, an "hourglass"-about. The two halves of the hourglass would be the triangular blocks of Taylors Ferry/Capitol/Barbur and Barbur/Huber/Capitol. Traffic would be one-way along the hourglass shape, with only right turns into and out of the circuit. Why? Benefits are eliminating left turns, giving walkers and cyclists crossing ability to look in only one direction, probably reclaiming some lanes (now "excess capacity") for walking, cycling, and bus improvements, and ability to redevelop part or all of both triangular blocks into a single fused, showpiece plaza for both Town Center and the whole of the West Portland plan area. The "capacity" improvement should help sell the idea so that ODOT would pay for a good part of it, and more to the point it would be a way-easier and more beautiful, postcard-worthy way to walk and cycle over I-5 and across Barbur. I know it'd cost a lot, but it's superior to tweaking and fiddling with the Crossroads without ever improving it holistically.</p>
<p>Access is important.</p>
<p>Taylors Ferry Road desperately needs pedestrian and bike improvements. That's the road that brings people in from Washington County - biking and walking in this neighborhood will not improve until that stretch is safe for peds and bikes.</p>
<p>Reduce traffic in neighborhood streets</p>
<p>If the city, Metro, TriMet, and ODOT remain timid about making REAL ped/bike facility improvements to create a safe and inviting environment at and surrounding the Barbur/Capitol Hwy/I-5/Taylors Ferry intersection, this TC will always struggle to succeed.</p>
<p>Anywhere in SW honestly; it's hard to walk with my kids because of lack of sidewalk</p>



**Part II – Barbur Transit Center redevelopment concepts**

**Question - Which concept for the Barbur Transit Center do you prefer?**

Answered: 41 Skipped: 87



ANSWER CHOICES	RESPONSES	
Rail station on Barbur	29.27%	12
Rail station on property	70.73%	29
<b>TOTAL</b>		<b>41</b>

The graph above shows that most participants expressed a preference for the Barbur Transit Center light rail station to be on the property rather than in the center of Barbur Blvd.

**Question - For the concept you prefer, please tell us what you think about the following features.**

	I LIKE IT	I CAN LIVE WITH IT	PLEASE CHANGE IT	TOTAL
Outdoor space preserves views of Mt Hood and allows for public art and community gatherings	81.16% 56	11.59% 8	7.25% 5	69
Retail space includes businesses providing culturally relevant goods and services (e.g., multicultural marketplace)	79.71% 55	15.94% 11	4.35% 3	69
10 - 20% of homes are affordable for low-income residents	75.36% 52	10.14% 7	14.49% 10	69
Indoor community space serves cultural events and/or office space for nonprofit services	80.56% 58	13.89% 10	5.56% 4	72
Circulation prioritizes pedestrians and connects the pedestrian bridge to the new station	84.06% 58	10.14% 7	5.80% 4	69
Office space serves businesses and new jobs	65.22% 45	23.19% 16	11.59% 8	69

**The table below documents the comments shared in response to the features shown for Barbur Transit Center redevelopment concept.**

Bikes getting to and around within the TC have been largely ignored. The I-5 bridge is a great and essential bike connection as well. With densities being relatively low and walking distances significant, this project, along with SW Corridor need to get serious about providing great (not mediocre) bike access.
More housing. Less office space. The survey didn't offer space for comments about the placement of the station, but I have some: Putting the station in the middle of Barbur Boulevard would be moronic. All due apologies, but I really can't think of another word for it. Barbur is not Interstate -- the lessons learned from light rail on Interstate do not apply to Barbur. The only gain I've heard about from putting the station in the middle of Barbur is that you only have to cross half a street to get to the station. This is a minuscule to non-existent gain. I personally have to cross a whole street to get to BTC, but just as many commuters come from directions that don't require crossing a street at all. Development, especially housing and shops, should be on top of and immediately around BTC. This can only be accomplished by putting the station where BTC is now.
More than 10-20% affordable housing is needed
Add as much parking as possible and make it expandable in the future so it does not turn out like Sunset Transit Center and fill up by 7:00am
Preserving views of Mt. Hood is not a priority. This corridor already has some great outdoor spaces - we do not need to create NEW outdoor spaces - rather, focus on building connections to those existing spaces (Woods Creek Park, Holly farm Park, Dickenson Park, etc).
I just can't really picture in my mind what is represented by the three options, and how the features would interact. Only a planner who has worked on this project seems to be the only one who would understand them.
Outdoor space: I hope "outdoor space" could include a linear park, plaza, or combo that's designed not only as a view corridor E/SE to Mt. Hood but also helps walkers and cyclists find their way among the walking bridge over I-5 and all of Barbur at Capitol, the station itself, and Barbur at Taylors Ferry. I hope the park, plaza, or combo would bulge, deflect, or spur as needed. I also hope that, especially outside rush hours, the Barbur Transit Center (BTC) is and is perceived as the happenin' center of the neighborhood, the place to go to dine, shop, recreate, do business, and volunteer -- not merely to ride transit. I expect many would drive, and if they do, that they come to a "park once" development that's like a small downtown, which leads to the comments below: Office space: BTC parking: I strongly urge extending and adapting the city's

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<p>"SmartPark" system to the BTC by having a garage with spaces enough to provide public parking (besides resident, employee, and commuter designated spaces) and charge a rate or rates about the same as the SmartPark garages and certainly less than the price-gouging of downtown private lots and garages. (At the moment, the Southwest Corridor Light Rail Project Conceptual Design Report CDR working group draft 2020 on p. 164 indicates that the park-and-ride garage at the end of that MAX line near Bridgeport Village mall would be 960 spaces. I think a similar amount is warranted for the BTC. Whatever the number of spaces in the existing BTC parking lot, at least double its amount and dedicate that amount to commuters, at least during 7-9:30 am or similar. I leave it to TriMet whether to start charging commuter parking itself.) The BTC I've described would pair well with the "hourglass" roundabout I described earlier in the open-ended question about bicycle/pedestrian improvements.</p>
<p>We need more local shops, more affordable housing that is above 20-30% and increase safety around schools.</p>
<p>More affordable housing please! Tea shop like Tao of Tea or Townsheds for rental spaces that are culturally relevant.</p>
<p>More affordable housing</p>
<p>Not enough parking for both residents and transit users.</p>
<p>Please provide more parking for autos and bikes.</p>
<p>Important to plan for all people and not just for a select few. Use the green space W of I5 at the transit center for parking. Cut down on cars needing to drive Barbur to get to parking.</p>
<p>Easy transportation routes for disabled people and older adults.</p>
<p>There are not enough places today within the town center for free public gatherings, even for just 2 or 3 people. Please don't limit the community space to "cultural events" but make them open to everyone who needs a gathering spot. There is a lot of office space already on Barbur. I am concerned that there are already too many cars in the town center and want the park and ride moved closer to Tigard. I am also concerned about the potential lack of on-site residential parking on the Barbur Transit Center site and do not want these cars parked on the nearby streets. The diagram shows a small view of Mt Hood that will be blocked by the tall buildings and will not be visible from anywhere else in the town center (question 1 is a joke). Noise, fumes and strong east winds will also be an issue on this site.</p>
<p>Prefer higher density of low income houses with no more density than planned for non-low income housing. This carrot to build higher density for low income housing is not working or beneficial to those seeking low income housing. Why are low income folks forced into denser housing? Why not fund the housing and skip the perks for developers who cheat the system! All forms of active transportation should be enabled. There are more folks getting around on varying types of wheeled devices. Not planning for this, leaves everyone to walking and that isn't nearly as desirable for many. Having quick access is the only way people get around without their cars. GO ELECTRIC! Also, without fixing the crossroads, the WPTC is going to have many fatalities. It is VERY dangerous for anyone on foot or wheels (including cars).</p>
<p>Do not limit what businesses may be opened in such limited and high demand space. No need to preserve views of Mt. Hood. Allow for market rate homes, apartments, retail, and office space to be created without costly regulation.</p>
<p>Need a mix of affordable and market rate housing with supportive retail and services..</p>
<p>Let's not lose focus here - the rail service needs to be efficient for commuters. That is the intent. Equity goals, community space, etc., are all worthwhile investments but a train station works best if it is designed with the sole purpose of being a train station.</p>
<p>The btc should be retail/ food on bottom, apt on top not offices</p>
<p>Would prefer more low-income housing. 10-20% seems very low, would rather see 30-35%.</p>
<p>Low income housing is super important this is the biggest one for me</p>
<p>I can't really tell from the drawings how to answer what I've left blank. To build a functional community, we need to allow for ped access to attractive and safe areas to congregate, recreate and get around. I can't tell which plan allows the most for this. Option C is the worst, however.</p>
<p>Would prefer more low-income housing. 10-20% seems very low, would rather see 30-35%.</p>