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#309687 | May 12, 2021

Testimony to **Portland City Council** on the **Design Overlay Zone Amendments, Recommended Draft**

I'm writing to express my concern for the need to consider the impacts on human health in zoning planning, especially for low income residents in Portland. Too often, affordable and low-income housing is located in areas with poor air quality such as close proximity to high traffic or nearby businesses with idling vehicles, with lack of trees or larger green areas. Poor outdoor air quality is connected with increased asthma, especially for children, hypertension, heart disease, poor mental health, lower immune response, and cancer. (feel free to ask for references/articles) Housing surrounded by concrete, asphalt and reflective surfaces are also hotter, with greater heat sinks via asphalt. And lack the space for adequate cooling from green spaces, including no space for the iconic natural thermal-regulator, the Pacific Northwest dougfir. Historical housing zoning (eg red-lined neighborhoods) has created larger heat islands, and the danger of increased heat is greater in lower income neighborhoods and with a burden of excess heat experienced disproportionately by BIPOC, low-income and SSI individuals. Excess heat is associated with increased mortality. If housing is intended for short-term occupation, and not life-span occupation, this has no usefulness. I work in Old Town Chinatown, and the tents occupants are not likely to 'heal' or 'recover' and are in great need of long-term, life-span housing that does not contribute to poor health. Housing needs to consider life-span occupancy, for the very young, very old and very sick. Second point: flag lots are detrimental to community cohesiveness -- greatly reduces the sense of a neighborhood. I live between 2 flag lots --with a property in between so equivalent to 2 doors down -- but I would not recognize those occupants if I passed them on the street. I've met one when our yard was on a EMSWCD yard tour 3 years ago, but I've never seen them since - I couldn't point them out on the street. It's odd and disjointed having housing tucked behind other houses. The townhouses that are perpendicular to the main street (across the street from us) is similar -- I only know the folks at the end because they have children that ride their bikes to the street. I could only recognize the occupants of the first 2 units. Point 3: zoning needs to allow for automobiles. Access to the gems of the Pacific Northwest are often limited to car access, and not all individuals are capable of taking a bike into the Cascades or Coast Range. Because there is a lack of large natural green spaces for daily exposure, an occasional trip to the woods or coast is necessary for well-being. And because there are not walkable cafes, groceries, stores (not in my neighborhood) all individuals and their young children, a car is necessary for daily needs. Portland needs to give space for personal cars -- even with the increase asphalt, and heat, and poor air. I submit this to those trained in city planning to find the best solutions - there is a need for creative solutions to keep Portland livable and as a place the

promotes good health for ALL, not just about surviving but thriving. Many thanks. :) Deb
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Testimony is presented without formatting.