

# Hayli Hay

**#332040 | September 14, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

SW 42nd Ave is a quiet, densely forested street with large lots. Portlanders should have a variety of lot size choices when building or buying a home. This is currently R7 and I feel this should be raised to R10 to provide multicultural families options for larger lots with more green space, nature, migratory birds and wildlife that lives on this street. Allowing density proposed on this street will destroy the peace, solitude and abundant nature in the area.

Testimony is presented without formatting.

# Leslie Baird

**#332047 | September 20, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Dear Sirs. I am not in favor of the zoning changes proposed on Taylor's Ferry Avenue from Capitol Hwy and Barbur Blvd to 52nd Ave. Because the plan doesn't include extra parking infrastructure, this would put a strain on the local neighborhood on-street parking, as well as create extra traffic issues on Taylor's Ferry Road. There is already an increase in traffic in the Fall as PCC begins the term. I know the thought is that the plan will promote using mass transit and walking, but generally speaking this doesn't necessarily take place in reality. Also, the bus schedule on Taylor's Ferry Rd. is not conducive to regular useage of the bus. This would need to be addressed. I also know that low cost housing is a high priority in the eyes of the City Council. I believe that we do need more low cost housing but I am not convinced that the plan as it stands addresses all the issues of placing multi-dwelling units on Taylor's Ferry Rd. all the way down to 52nd Ave., close to where Environmental zones are place. I would hope that you keep these issues in mind when voting on this plan. Thank you for your consideration.

Testimony is presented without formatting.

# Crestwood Neighborhood Association

**#332114 | October 1, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See attached letter dated September 30, 2022 from the Crestwood Neighborhood Association.

Testimony is presented without formatting.



# CRESTWOOD

## *Neighborhood Association*

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September 30, 2022 via email to [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

To: Mayor Ted Wheeler  
Commissioners Hardesty, Mapps, Rubio and Ryan  
Portland City Council, West Portland Town Center Plan Testimony  
1221 SW Fourth Avenue, Room 130  
Portland, OR 97204

Re: Recommended Draft West Portland Town Center Plan, October 12, 2022 hearing

Dear Mayor Wheeler and members of the Portland City Council:

The Crestwood Neighborhood Association is within the proposed West Portland Town Center (WPTC) boundary. Crestwood Neighborhood Association submitted detailed comments on the draft West Portland Town Center Plan to the Planning and Sustainability Commission on September 14, 2021 that are still relevant today and summarized below.

Crestwood Neighborhood Association supports:

1. the creation of a West Portland Town Center that meets the needs of a broad range of residents and businesses in our community. We want to create a vibrant and safe town center that is designed for people, not cars.
2. more affordable housing within the West Portland Town Center, equitable development, and access to services that support local residents and small businesses as described in the draft Plan.
3. development of a multicultural hub within WPTC that would benefit all residents, businesses and service providers in the community. We are pleased that Metro recently awarded a grant to help move this project forward.
4. higher densities along corridors that have frequent transit service (for example, SW Barbur Blvd).

Crestwood Neighborhood Association is concerned about:

5. the lack of city bureau commitments to implement an integrated growth and land use strategy that the Planning and Sustainability Commission stated is a key element in the plan in its July 26, 2022 transmittal letter.

6. the recent failure of the Portland Bureau of Transportation (PBOT) to support funding the SW Taylors Ferry Sidewalk and Bicycle Connections that is one of the key projects in the WPTC Plan Phase 1 Growth Concept (WPTC Plan Volume 1 page 101, and PBOT letter to Metro JPACT dated July 21, 2022 regarding Regional Flexible Fund Allocation grants). This sidewalk and bikeway project on SW Taylors Ferry Road would have leveraged a culvert replacement project that the Bureau of Environmental Services (BES) has already funded and would have been a win-win for transportation safety and the environment. The project also would have supported the West Portland United Methodist Church's proposal to construct affordable housing on SW Taylors Ferry at SW 47<sup>th</sup>. Now, BES may replace the culvert without including a safer place for people to walk and bike to Barbur World Foods (the key grocery store in WPTC) and the shops and services in WPTC. We are extremely disappointed about this lost opportunity.
7. the plan's higher density zoning in neighborhood areas that have no sidewalks, bicycle facilities and very poor transit service (for example, proposed RM1 and RM2 zoning on SW Taylors Ferry Road near SW 52<sup>nd</sup> that is a half mile from standard bus service).
8. the affordability of more housing without access to alternative transportation. Affordable housing is not affordable if residents must rely on motor vehicles to meet their needs.
9. climate change and health equity. Everyone would benefit if people can safely walk, bike or take transit to meet their needs. Most of our Crestwood neighbors rely on cars and use delivery services, and this reliance on privately owned motor vehicles contributes greenhouse gas emissions and toxic air pollutants that are contrary to Portland's Climate Action Plan and the WPTC health equity needs. The WPTC Plan must result in fewer motor vehicles on the road to make walking and biking and accessing transit safer. The Plan should not just rely on cleaner fuels to meet climate and health equity goals.
10. the lack of stronger language to require construction of infrastructure before new developments are built. This is de facto what is happening throughout SW Portland today. As recently as this summer, 2022, PBOT has not required street improvements with new single and multi-family infill developments on busy streets in SW Portland other than five- or six-foot shoulders. This status quo exacerbates transportation safety and stormwater drainage issues in our neighborhood.

Need for Inter-Bureau and Inter-Agency Cooperation:

11. We commend the Bureau of Environmental Services' (BES) commitment to begin developing a Stormwater Systems Plan for WPTC (see WPTC Volume 1 Action items pages 55 and 63) and encourage BES to develop and implement the plan as soon as

possible, in conjunction with PBOT and other bureaus that identify needed street improvements in the same location.

12. We lament the lack of commitments from PBOT and the Oregon Department of Transportation (ODOT) to do anything more than create plans for plans (see WPTC Volume 1 Action Items under Goal 1B, pages 58-64). We need more action in the action items and dedicated resources to ensure implementation.
13. We request that at the earliest budgeting opportunity the city's infrastructure bureaus (PBOT, Portland Parks and Recreation, Portland Water Bureau, Bureau of Environmental Services, Housing, etc.) assign staff to the WPTC geographic area to better prioritize projects in a more formal manner and work toward WPTC Plan implementation. This approach could be based on the successful 2014 PBOT-BES Coordination Agreement that helps break down silos among city bureaus and other agencies such as ODOT.
14. We thank the Planning and Sustainability Commission for keeping the Markham (now Luradel) Pedestrian/Bicycle Bridge over Interstate-5 in Portland's financially constrained Transportation Systems Plan. This project is a key component of the Green Ring in the WPTC Plan and would encourage people to walk and bike to school, the library, parks and other services in WPTC while avoiding the dangerous Crossroads intersection. In addition, the new bridge could become the only overcrossing over Interstate-5 in SW Portland that meets current earthquake standards.

Thank you for the opportunity to review and discuss the Bureau of Planning and Sustainability's Recommended Draft West Portland Town Center Plan. If you have any questions, please contact me at [crestwood-chair@swni.org](mailto:crestwood-chair@swni.org).

Sincerely,

/s/

Marianne Fitzgerald

President, Crestwood Neighborhood Association

Cc: BPS Director Donnie Oliviera  
PBOT Director Chris Warner  
BES Director Dawn Uchiyama  
BPS Staff Joan Frederiksen  
PBOT Staff Nick Falbo  
Crestwood Neighborhood Association Board of Directors

# Anne Olsofka

**#332134 | October 6, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Don't take my Sky You'll make me cry. You've cut down our trees ?Oh, the poor birds, so Please  
?Don't take my Sky. Our soft souled filled Dirt ?Now concrete, makes my feet Hurt. So, please  
don't take my Sky ?You'll make me cry. The water bill's so high My flowers will die. Don't take my  
Sky. Can't afford the property Tax Accounts drained to the max. So, please don't take my sky. It's  
all I have left... You'll make me cry! As I sat and wrote this poem I thought of why I fell in love  
with SW Portland 40 yrs ago. It was the openness. Look around and even in downtown it was trees  
and a lot of sky. There is a devastating psychological effect when you block the sky. A feeling of  
being imprisoned, or trapped like a rat in a maze. As I drive around the city every day I see fewer  
trees, fewer green spaces and very sadly less and less sky. Tall buildings blocking the sky, more  
concrete, glass steel, all at a time when the world is in alert over global warming. I urge you to let  
SW Portland keep its sky. Leave our view of Mt Hood free for every person to enjoy as it is now.  
Don't hide it behind West Portland high rises. Many of my neighbors have lost the sunlight for their  
gardens and no longer feel the warm glow enter their windows because the developers keep building  
higher. SW has community because we walk in our neighborhoods on the soft ground, enjoying the  
open skies and the shade of trees. So please, don't take our sky.

Testimony is presented without formatting.

# Anne Olsofka

**#332135 | October 6, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Woods Memorial Park is a nature and wildlife preserve. The light pollution, and tall buildings would have adverse effects on the birds, animals, trees and plants that call the park home. I do agree with any zoning that does not consider the health and safety of our park friends. A 45' tall building here would block the sun from our yard and home till late morning. The light pollution would block out the stars at night. I don't consider that progress. Please consider global warming, protect what few green spaces remain. It's the green spaces that encourage community. Please don't take my sky.

Testimony is presented without formatting.



# katherine christensen

**#332136 | October 7, 2022**

## Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

October 4, 2022 via email to [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov) To: Mayor Ted Wheeler Commissioners Hardesty, Mapps, Rubio and Ryan Portland City Council, West Portland Town Center Plan Testimony 1221 SW Fourth Avenue, Room 130 Portland, OR 97204 Portland Commission (via map app) Re: Recommended Draft West Portland Town Center (WPTC) Plan, October 12, 2022 hearing at Portland City Council. Dear Mayor Wheeler and members of the Portland City Council: Southwest Neighborhoods, Inc. (SWNI) supports the racial equity and affordable housing goals in the WPTC Plan. West Portland was designated a Town Center in 1996 and we are excited to see plans to build an affordable, walkable and bikeable town center in Southwest Portland. SWNI would like to thank the Portland Planning and Sustainability Commission (PSC) for keeping the Markham/Luradel ped/bike bridge in the financially constrained Transportation Systems Plan (TSP). Motions #5, 7 and 8 below were submitted by SWNI for the Draft WPTC Plan to the PSC to bring all I-5 overcrossings within WPTC up to current earthquake standards. Implementing these enable the WPTC goal of constructing a "green loop" and prepare West Portland to withstand a Cascadia earthquake. SWNI Board of Directors submits the following comments to the Portland City Council regarding the Recommended Draft West Portland Town Center WPTC Plan. These motions were deliberated by the SWNI Transportation Committee received approval at the September 28, 2022 SWNI Board meeting. Motion: 1. Support the racial equity and affordable housing goals in the WPTC Plan. 2. Invest in projects that will develop an alternative transportation network and make it more convenient, more direct and safer to walk, bike, and take transit throughout WPTC. 3. Better define and fund the Green Ring concept that will construct and connect less stressful streets to walk and bike throughout WPTC and avoid the dangerous Crossroads intersection. Promote projects on roadways along the Green Ring such as SW Dolph Court and SW Pomona Street to higher priority in the TSP to meet the needs of WPTC. 4. Include the SW Trails Urban Trail System in the WPTC. The Markham/Luradel I-5 ped/bike overcrossing is a high priority SW Trails crossing. 5. Keep the Markham/Luradel I-5 ped/bike overcrossing as a "financially constrained" project in the TSP; do not demote this project to a lower priority 20—30 year timeframe. Status: DONE, PSC kept this in the financially constrained TSP 6. Build separate bicycle and pedestrian facilities in WPTC for the safety of both modes of transportation for all TSP projects (other than I-5 overcrossings). 7. Refurbish or reconstruct the Barbur Transit Center overcrossing across I-5. 8. Address natural disaster resiliency by bringing ALL I-5 overcrossings within WPTC up to current earthquake standards. 9. Work with the

community to develop a transit network that goes beyond the SW Barbur corridor and includes better access to the Washington Square Regional Center. 10. Improve access to transit, especially to the Barbur Transit Center, through a safer sidewalk and biking network throughout WPTC and adjacent communities. 11. Air pollution and noise are significant near I-5 and SW Barbur and this plan does not adequately protect public health. Bring the area around I-5 and Barbur up to current air and noise protection standards and maintain a buffer, ideally 1/4 mile, between residents and freeways. 12. Trees are essential to the character of WPTC and need to be preserved and enhanced as much as possible throughout WPTC. Ensure that planted trees are maintained properly after they are planted to survive dry weather conditions such as we are now experiencing. 13. Stormwater management should follow recommendations of the Bureau of Environmental Services (BES) memo dated May 14, 2021 (Appendix E) so that the stormwater and sanitary sewer system can accommodate growth. Leverage BES projects with needed transportation improvements through the WPTC BES + PBOT Infrastructure Coordination and Investment Plan. 14. Fund the transportation studies in the WPTC Plan and discuss the study results with the community before implementing recommendations. The Oregon Dept of Transportation's SW I-5 Ramp Study needs to further discussion with the community as a way to reduce motor vehicle traffic and safety concerns within Crossroads while maintaining access to the I-5 freeway. 15. Make corrections to the WPTC Plan to accurately reflect the TSP project descriptions in the TSP adopted on 03.06.2020. Keep the current TSP project description for the Markham/Luradel I-5 overcrossing (financially constrained 11-20 year list) and SW Pomona Street (SW 35th to SW Barbur). 16. Maintain Right of Way and access to Barbur World Foods that is the only full-service grocery store in WPTC. 17. Bring street lighting within WPTC up to current street lighting standards. Ensure that street lighting is scaled properly with expected height of street trees for improved safety throughout WPTC. 18. SWNI would like to see a stronger commitment by PBOT and ODOT to implement the Transportation Safety Improvements on busier streets of the West Portland Town Center WPTC Plan. 19. SWNI would like Portland City Council to establish a funding plan to fund West Portland Town Center WPTC affordable housing as well as transportation project needs. PBOT funding needs to be used exclusively for transportation infrastructure needed to make the Town Center a safer place to walk and bike. Transportation safety throughout WPTC needs significant investment due to the underdeveloped roads in SW Portland and particularly because major Oregon roadways I-5, SW Barbur Boulevard and SW Capitol Highway bisect the length and width of the Town Center. People living in WPTC must be able to move about the entire WPTC safely using all modes of transportation. Currently, SW Portland roads have the least sidewalks and bike lanes in the city. The Crossroads intersection, at the center of WPTC, intersects 2 of the 3 mixed use residential and commercial hubs of WPTC. Current conditions are extremely dangerous for all modes of transportation and in particular bicyclists and pedestrians have been seriously injured or killed throughout WPTC. There must be a stress free and safe means of getting through WPTC to be successful. There also needs to be a more complete transit network to enable people to meet their needs without relying on a car. The Bureau of Environmental Services took a strong stand in Appendix E of the WPTC Plan to more realistically address stormwater and sanitary sewer

infrastructure to accommodate growth. We would like to see PBOT take the same approach in analyzing the streets throughout WPTC for the expected growth so solutions or at least plans can be in place before construction eliminates solutions to meet WPTC goals. Thank you, Steve Mullinax, President SWNI Board of Directors [stevemullinax57@gmail.com](mailto:stevemullinax57@gmail.com) Cc BPS Director Donnie Oliviera PBOT Director Chris Warner BES Director Dawn Uchiyama BPS Staff Joan Frederiksen BPS Deputy Director Eric Engstrom PBOT Staff Nick Falbo SWNI Board

Testimony is presented without formatting.



## Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219

www.swni.org

October 4, 2022 via email to [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

To: Mayor Ted Wheeler  
Commissioners Hardesty, Mapps, Rubio and Ryan  
Portland City Council, West Portland Town Center Plan Testimony  
1221 SW Fourth Avenue, Room 130  
Portland, OR 97204 Portland Commission (via map app)

Re: Recommended Draft West Portland Town Center (WPTC) Plan, October 12, 2022 hearing at Portland City Council.

Dear Mayor Wheeler and members of the Portland City Council:

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SWNI Board of Directors submits the following comments to the Portland City Council regarding the Recommended Draft West Portland Town Center WPTC Plan. These motions were deliberated by the SWNI Transportation Committee received approval at the September 28, 2022 SWNI Board meeting.

### Motion:

1. Support the racial equity and affordable housing goals in the WPTC Plan.
2. Invest in projects that will develop an alternative transportation network and make it more convenient, more direct and safer to walk, bike, and take transit throughout WPTC.
3. Better define and fund the Green Ring concept that will construct and connect less stressful streets to walk and bike throughout WPTC and avoid the dangerous Crossroads intersection. Promote projects on roadways along the Green Ring such as SW Dolph Court and SW Pomona Street to higher priority in the TSP to meet the needs of WPTC.

4. Include the SW Trails Urban Trail System in the WPTC. The Markham/Luradel I-5 ped/bike overcrossing is a high priority SW Trails crossing.
5. Keep the Markham/Luradel I-5 ped/bike overcrossing as a "financially constrained" project in the TSP; do not demote this project to a lower priority 20—30 year timeframe. Status: DONE, PSC kept this in the financially constrained TSP
6. Build separate bicycle and pedestrian facilities in WPTC for the safety of both modes of transportation for all TSP projects (other than I-5 overcrossings).
7. Refurbish or reconstruct the Barbur Transit Center overcrossing across I-5.
8. Address natural disaster resiliency by bringing ALL I-5 overcrossings within WPTC up to current earthquake standards.
9. Work with the community to develop a transit network that goes beyond the SW Barbur corridor and includes better access to the Washington Square Regional Center.
10. Improve access to transit, especially to the Barbur Transit Center, through a safer sidewalk and biking network throughout WPTC and adjacent communities.
11. Air pollution and noise are significant near I-5 and SW Barbur and this plan does not adequately protect public health. Bring the area around I-5 and Barbur up to current air and noise protection standards and maintain a buffer, ideally 1/4 mile, between residents and freeways
12. Trees are essential to the character of WPTC and need to be preserved and enhanced as much as possible throughout WPTC. Ensure that planted trees are maintained properly after they are planted to survive dry weather conditions such as we are now experiencing.
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14. Fund the transportation studies in the WPTC Plan and discuss the study results with the community before implementing recommendations. The Oregon Dept of Transportation's SW I-5 Ramp Study needs to further discussion with the community as a way to reduce motor vehicle traffic and safety concerns within Crossroads while maintaining access to the I-5 freeway.
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16. Maintain Right of Way and access to Barbur World Foods that is the only full-service grocery store in WPTC.
17. Bring street lighting within WPTC up to current street lighting standards. Ensure that street lighting is scaled properly with expected height of street trees for improved safety throughout WPTC.
18. SWNI would like to see a stronger commitment by PBOT and ODOT to implement the Transportation Safety Improvements on busier streets of the West Portland Town Center WPTC Plan.
19. SWNI would like Portland City Council to establish a funding plan to fund West Portland Town Center WPTC affordable housing as well as transportation project needs. PBOT funding needs to be used exclusively for transportation infrastructure needed to make the Town Center a safer place to walk and bike.

Transportation safety throughout WPTC needs significant investment due to the underdeveloped roads in SW Portland and particularly because major Oregon roadways I-5, SW Barbur Boulevard and SW Capitol Highway bisect the length and width of the Town Center. People living in WPTC must be able to move about the entire WPTC safely using all modes of transportation. Currently, SW Portland roads have the least sidewalks and bike lanes in the city. The Crossroads intersection, at the center of WPTC, intersects 2 of the 3 mixed use residential and commercial hubs of WPTC.

Current conditions are extremely dangerous for all modes of transportation and in particular bicyclists and pedestrians have been seriously injured or killed throughout WPTC. There must be a stress free and safe means of getting through WPTC to be successful. There also needs to be a more complete transit network to enable people to meet their needs without relying on a car.

The Bureau of Environmental Services took a strong stand in Appendix E of the WPTC Plan to more realistically address stormwater and sanitary sewer infrastructure to accommodate growth. We would like to see PBOT take the same approach in analyzing the streets throughout WPTC for the expected growth so solutions or at least plans can be in place before construction eliminates solutions to meet WPTC goals.

Thank you,



Steve Mullinax, President  
SWNI Board of Directors  
[stevemullinax57@gmail.com](mailto:stevemullinax57@gmail.com)

Cc BPS Director Donnie Oliviera  
PBOT Director Chris Warner  
BES Director Dawn Uchiyama  
BPS Staff Joan Frederiksen  
BPS Deputy Director Eric Engstrom  
PBOT Staff Nick Falbo  
SWNI Board

# J. Stephen Whitney

**#332137 | October 8, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

No Urbanization The West Portland Town Center Plan is a sweeping change that will destroy residential neighborhoods and completely change the character of suburban residential life because of the urbanization that would develop. So much of the American dream is built upon the idea of finding a nice quiet place to raise your family. With this plan that will be under assault. This new zoning plan will destroy our communities. No one has asked if we want to have our property zones changed. Single-family homes still have a purpose. We bought in a single-family neighborhood and paid the higher taxes for this choice because that is where we wanted to live. Suburbs are not equipped to handle traffic congestion, increased population, bad air quality and crime. Also, multifamily dwellings will contribute to the elimination of parks and natural habitats that include trees and other greenery. Can we be smart about this and not do irreparably harm to our fragile neighborhoods?

Testimony is presented without formatting.



# eli rostamian

**#332138 | October 9, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Hello, in this testimony please allow me to present two points: 1) The West Portland Town Center , Joan Fredrickson have brought a great and necessary vision to life. It is a continuation of the Capitol Hwy project. It is a great vehicle in helping affordability problem facing the Portland market. 2) The Barbur crossing has becoming very difficult. One major problem for us the pedestrians is that while crossing the Barbur Blvd. the pedestrian's back is to the traffic (in either direction). One has to turn back to see the cars. If someone get hit by a car, it will never have time to react. It is much safer to make these crossings perpendicular to the street (Barbur). It is now at 45 degree angle.

Testimony is presented without formatting.

# Kim McCarty

**#332139 | October 11, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Testimony from the Community Alliance of Tenants in support of the West Portland Town Center plan.

Testimony is presented without formatting.



To: Portland City Council

From: Community Alliance of Tenants

Regarding: West Portland Town Center Plan

Date: October 10, 2022

Dear Members of the Portland City Council;

I am writing to you on behalf of the Community Alliance of Tenants (CAT) in support of the West Portland Town Center Plan. CAT is a member of the SW Corridor Equity Coalition. Our goal is to create ways for tenants to engage in the redevelopment plans to prevent displacement and to ensure the plans result in a place where tenants will want to live, work and play. We meet regularly with tenants to support their leadership in their community. Tenants are telling us that they need affordable housing to remain in community near the family, culturally specific stores, and places of worship, but they are feeling the forces of displacement. Especially impactful to tenants, many without cars, is the lack of sidewalks, parks and safe crossings. In this letter I am restating the priorities expressed by SWEC in other forums. The WPTC should become a place that naturally draws many people rather than cars to the area, with more safe sidewalks and bike lanes built for everyone to use.

The West Portland Town Center Plan (WPTC Plan) is central to those goals because it includes strategies to prevent displacement of our culturally diverse communities and help them thrive. We urge you to support this plan by approving and also by championing its implementation. There are many parts to this plan that will need careful coordination and community engagement in the years to come.

We support this plan because it offers a plan for the following.

- Focus on racial equity to prevent direct or economic displacement, by increasing housing choices for people of color and other marginalized households.
- Minimum targets for affordable rental housing units in SW Portland as prescribed by the SW Corridor Equitable Housing Strategy.
- Healthy communities where tenant rights are affirmatively attached.
- Quantifiable indicators that can be tracked over time, including specific targets for affordable housing and commercial spaces in the WPTC.
- Resources including funds, technical assistance, and capacity building to be made available to support new/existing businesses that are owned by or employ BIPOC, immigrants, and refugees.

Recent evaluation of housing in the area found that there are 700 unregulated units that could be considered naturally affordable. Equitable development should remain the driving force for the implementation of the WPTC Plan. There are many pressures on this area to gentrify and displace low-income tenants. To prevent this, we urge you to support the WPTC and the specific strategies in the plan to increase the supply of regulated affordable housing, including increasing land available for multifamily housing and inclusionary housing rules. We also ask to support the WPTC plan because of its focus on improved work opportunities, green space, a community center, and positive health outcomes.



# community alliance of tenants

It is critical that residents who currently live in this culturally diverse and rich community have every opportunity to stay. We urge the city to track displacement on a household level, with the ultimate goal of no resident having to leave because of increased housing costs. Thirty percent of all new housing should be affordable to people at 60% of median income and below. The WPTC plan offers plans and tools that can help us achieve thoughtful and inclusive redevelopment.

Sincerely,

A handwritten signature in black ink that reads "Kim McCarty".

Kim McCarty  
Executive Director  
Community Alliance of Tenants

# Ryan Curren

**#332140 | October 11, 2022**

## Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Portland leaders have learned a lot from past mistakes planning for new transit and community plans; not following through on the Yellow Line's affordable housing commitments and not planning for inclusive affordable housing in the SW Community Plan were big mistakes. Now we have a new opportunity in SW to adopt a plan with a bold community vision for stronger communities and people resilient in the face of displacement pressures and great places with culturally relevant services and amenities, and affordable homes connected to quality jobs and schools. This plan's racial equity framework and its community engagement strategy should serve as a model for future community plans and the City's next Comprehensive Plan. These dual racial equity goals are especially commendable: 1) preventing direct or economic displacement of the low-income renters and people of color and other marginalized households primarily living in West Portland Park, and 2) inclusive growth to ensure racial and economic diversity in other areas of the town center that have are racially homogenous and have a history of racial exclusion. Achieving racially equitable results starts with ensuring that the target for affordable rental housing units in SW Portland is achieved; as prescribed by the SW Corridor Equitable Housing Strategy which the City Council adopted. This includes zoning regulations that preserve the naturally occurring low-cost housing in the apartment buildings around Markham Elementary and new funding for nonprofits to buy these buildings is also needed to ensure their long-term affordability and provide residents the opportunity to cooperatively own them. It also means redevelopment the Barbur Transit Center as a multicultural hub with a cultural center, affordable and market rate housing, human services, multi-cultural market place, and community gathering space Where you live has a big impact on your health and future, and that varies tremendously by neighborhood. The plan helps ensure that all people have a range of choices about where to live. This means upzoning some single-dwelling areas to create type of multi-family housing options that come with a portion of required affordable housing. This is especially important in areas like Crestwood and Multnomah who have histories of racially restrictive covenants and "green lining" to exclude apartments and BIPOC homeowners. The City must continue to work to repair trust with communities of color by funding their priorities. This starts with investing in the capacity of community organizations to work together to achieve their big equity goals for WPTC. Community organizations and residents know best. Fortunately the SW Equity Coalition including CAT, APANO, Unite Oregon, CPAH, HAKI, and others directly engaged renters and transit riders in the corridor who could benefit the most from new investments. Economic opportunity is another major priority of this plan. The City and its partner should provide

resources including funds, technical assistance and capacity building to support new/existing businesses that are owned by or employ BIPOC, immigrants, and refugees. Zoning regulations that require some affordable commercial space is another ground breaking element of the WPTC Plan that should be expanded city-wide. Accountability in implementation is important. The City should present quantifiable indicators that can be tracked over time, including specific targets for affordable housing and commercial spaces. This should be reported out to community annually and to City Council before its annual budget decisions. A public facing dashboard of progress should be available on the web. The built environment needs a lot of investment by BES, PBOT, and the Portland Water Bureau. The WPTC should become a place that naturally draws many people rather than cars to the area, with more safe sidewalks and bike lanes built for everyone to use. Green infrastructure should be built alongside the transportation investments with an eye toward lower barriers to new development.

Testimony is presented without formatting.

# Jo Hoenninger

**#332141 | October 11, 2022**

## Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Esteemed Councilmembers, I live at 10439 SW 42nd Avenue. I am concerned in particular about rezoning and overlays being considered as a part of the West Portland Town Center plan, specifically as to the changes proposed to area with borders on SW 43rd Avenue to the West, SW 40th Avenue to the East (where the Jackson Middle School grounds start), SW Alfred Street on the North and SW Galeburn Street on the South. • It appears that no one in this 2 block area received appropriate notice of a proposed zoning change as I believe is required by OR State Law. I object to this lack of appropriate notice. • The zoning changes and overlay areas appear to be gerimandered. I object to what appears to be unfair and preferential rezoning. • For example, this plan artificially stops at Galeburn when areas on the other side of Galeburn are excluded for no apparent reason. These artificial boundaries makes no rational sense. With Jackson Middle School east of us and an open space area just beyond Galeburn to the South, it makes more sense to exclude all properties on both sides of 42nd Ave and maybe the east side of 43rd (bordered by Alfred on North and Galeburn on the South), down to the school from the new plan. If needed, you could add to the plan the area for one block to one and a half blocks on the East side and two blocks on West side of Capitol Hwy past Pomona Street. This continuation could easily go all the way to the Tigard border since this area is closer to the public transit along Capitol Hwy. Excluding the area from both sides of 42nd Ave and maybe the east side of 43rd (bordered by Alfred on North and Galeburn on the South), down to the school also makes more sense because beginning at SW 43rd Avenue and going down to the school, SW Alfred is a very steep hill that is dangerous and impassable during winter storms. This is also true for Galeburn from SW 43rd Avenue down to SW 41st Avenue. While surrounding areas may only be experiencing rain during the storms, in this microclimate, we have snow and ice! At the very least, this entire area should remain Residential 7000 and not be subject to overlays. • An area on the other side of Barbur that is substantially similar to the area where we live was allowed to stay as Residential 7000 not subject to overlays. That area is all of SW 40th Avenue to approximately Spring Garden Ct. in one direction and substantially all of SW Alice to SW Dolph St. There does not seem to be any good reason that no overlays were required there while the west side of SW 42nd is rezoned to residential multi-dwelling, and everything down to the school has an overlay that allows much more than single family residences. • Another concern in general is the lack of required parking in the overlay zones that allow duplexes, triplexes and fourplexes. It would be admirable if Portlandians would all embrace bicycles and public transportation. But this is not today's reality, nor the reality of the near future. I've not seen one person use the bicycle lanes put in on SW Capitol

Hwy in the past few years. The Planning Department's well-intended bicycle paths on SW Capitol Hwy (and on SW 35th Avenue) have only caused worse vehicular traffic on both roads and not led to greater bicycle use in our community. Please don't make a similar mistake by not requiring at least one or, better yet, two parking spots for every unit in a single family or multi-family residence. Since you may not live in our community, you should be aware that when there are prayer services at the local Muslim Center on 43rd Avenue, the "parishioners" take advantage of available street parking as far east as SW 41st Avenue. I applaud this and I don't want poor planning by the City to adversely impact the ability of our more distant Muslim neighbors to attend their religious services. Not requiring appropriate parking in new construction will do just that. • Finally, while I applaud the idea of a West Portland Town Center, the glossy drawings and ideas should focus more on the area easily accessible to the transit center. Interstate 5 is a real barrier because of the difficulties of travelling across it. • On a more personal note, you purport to be concerned about disabled citizens. I am a disabled vet and have severe PTSD. A big part of why I moved into this area is because of the large lots, the space between homes, and the lower density. It is very helpful to my PTSD to be able to see the trees and mountains in the distance from my home, and to have quiet, and space. I realize there is a balance you must strike in addressing the need for more housing in Portland in the future and in addressing the needs of those who live here. I ask that as you balance those needs, you consider my specific needs too. As I stated above there is a reasonable alternative to rezoning our area from 40th to 43rd and Alfred to Galeburn. Exclude us from the plan, but extend the plan farther down SW Capitol Hwy, perhaps all the way to the Tigard border. As explained, this area is very close to Public Transit and the buses along that corridor all connect with the Transit Center.

Testimony is presented without formatting.



# Hayli Hay

**#332142 | October 11, 2022**

## Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Esteemed Councilmembers, I live at 10420 SW 42nd Avenue. I am concerned in particular about rezoning and overlays being considered as a part of the West Portland Town Center plan, specifically as to the changes proposed to area with borders on SW 43rd Avenue to the West, SW 40th Avenue to the East (where the Jackson Middle School grounds start), SW Alfred Street on the North and SW Galeburn Street on the South. Issues and potential solutions include:

- It appears that no one in this 2 block area received appropriate notice of a proposed zoning change as I believe is required by OR State Law. I object to this lack of appropriate notice.
- The zoning changes and overlay areas appear to be gerimandered. I object to what appears to be unfair and preferential rezoning. For example, this plan artificially stops at Galeburn when areas on the other side of Galeburn are excluded for no apparent reason. These artificial boundaries makes no rational sense. With Jackson Middle School east of us and an open space area just beyond Galeburn to the South, it makes more sense to exclude all properties on both sides of 42nd Ave and maybe the east side of 43rd (bordered by Alfred on North and Galeburn on the South), down to the school from the new plan. If needed, you could add to the plan the area for one block to one and a half blocks on the East side and two blocks on West side of Capitol Hwy past Pomona Street. This continuation could easily go all the way to the Tigard border since this area is closer to the public transit along Capitol Hwy. - SW 42nd Ave is on top of a very steep hill. Excluding the area from both sides of 42nd Ave and maybe the east side of 43rd (bordered by Alfred on North and Galeburn on the South), down to the school makes more sense because SW Alfred street beginning at SW 42rd Avenue and going down to the school, is a very steep hill (10% grade according to my Garmin). Walking up or down this hill is very challenging in best of weather conditions for even the most fit of people. During winter storms it is dangerous and impassable. This is also true for Galeburn from SW 43rd Avenue down to SW 41st Avenue as it is a similar grade. SW Alfred starting at Capitol Hwy up to 42nd is also a significant hill. Walking and biking up and down these hills to get to public transportation is not going to happen. It is a huge barrier to the walkability of the neighborhood and adding density to SW 42nd will only lead to more cars on the street getting in accidents when it snows. While surrounding areas may only be experiencing rain during winter storms, in this microclimate elevation of 600ft, we have snow and ice. This entire area should remain Residential 7000 and not be subject to overlays.
- Another concern in general is the lack of required parking in the overlay zones that allow duplexes, triplexes and fourplexes. It would be admirable if Portlandians would all embrace bicycles and public transportation. But this is not today's reality, nor the reality of the near future. The well-intended

bicycle paths on SW Capitol Hwy (and on SW 35th Avenue) have only caused worse vehicular traffic on both roads and has not led to greater bicycle use in our community. Being on top of a steep hill does not inspire greater bicycle or walking use to the bike lanes blocks below. Since you may not live in our community, there are prayer services at the local Muslim Center on 43rd Avenue and the parishioners take advantage of available street parking as far east as SW 41st Avenue and down the hill on SW Alfred. I don't want to see poor planning by the City to adversely impact the ability of our more distant Muslim neighbors to attend their religious services. Not requiring appropriate parking in new construction will do just that, which directly harms the mission of the WPTC. • On a more personal note, a big part of why I moved to SW Portland was to escape the density being thrust upon me in NE Portland. I was attracted to the larger lots, calm streets and low density. Portland is hell bent on piling people on top of one another and does not allow its citizen the freedom to choose lots of various sizes in densities that they are comfortable with. It seems every available inch must be maximized to the fullest. Learning about my overlay ramps up my anxiety and PTSD. The thought of living through construction of multifamily housing is just too much to bear. I would hate to be yet another Portland family that flees the city for other suburbs that value diversity in housing arrangements that range from high, medium and low density within city limits. As I stated above there is a reasonable alternative to rezoning our area from 40th to 43rd and Alfred to Galeburn. Exclude us from the overlays and WPTC plan, but extend the plan farther down SW Capitol Hwy along the major traffic and public transit corridor and leave the peaceful hilltop neighborhoods alone.

Testimony is presented without formatting.

# Brian Harper

**#332143 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See attached letter from Metro

Testimony is presented without formatting.



600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

October 12, 2022

City of Portland  
City Council  
1221 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

RE: West Portland Town Center Plan

Members of the Portland City Council:

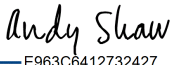
Metro would like to submit this letter into the record, in support of the West Portland Town Center (WPTC) Plan. Funded partially through a Metro 2040 Planning Grant, the WPTC Plan was seen as the logical next step in the ongoing work in SW Corridor to stabilize community and provide an inclusive and equitable approach to future development.

The City and Community approach to the work, using a health and racial equity lens, builds off the community-led effort on the SW Corridor Equitable Development Strategy (SWEDS). We appreciate that the lessons learned from that planning effort were applied in this plan. Metro is happy to see that multiple strategies laid out in the SWEDS are being called out directly as action items in the WPTC area.

This planning effort was led by community, and the voices of those most affected should always be prioritized. Recently, Metro awarded a new grant to HAKI Community Organization to provide a Multi-Cultural pop-up event within the WPTC in 2023, as an important first step to building momentum for an eventual permanent Multi-Cultural Hub. This is an example of how Metro continues to seek new and varied funding sources to support the investments outlined in both the SWEDS and WPTC Plan. We are committed to the communities of the SW Corridor in the long term.

This Plan represents an important step forward in the process of providing many residents of the SW Corridor with stability and a better quality of life. We hope you will see the dedication and hard work that community have brought to this process and will vote in the affirmative to make this plan the guiding document for community-based equitable development in SW Portland.

Sincerely,

DocuSigned by:  
  
E963C6412732427...

Andy Shaw  
Interim Director, Planning, Development, and Research

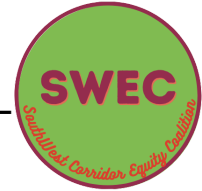
# Mohanad Alnajjar

**#332144 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Kindly see attached letter from the SW Corridor Equity Coalition.

Testimony is presented without formatting.



October 12, 2022

To : Portland City Council  
1221 SW 4th Avenue  
Portland, OR 97204

**RE: West Portland Town Center Plan - Recommended Draft**

Dear Members of Portland City Council,

The Southwest Corridor Equity Coalition (SWEC) has been actively involved in the development of the West Portland Town Center (WPTC) Plan over the past few years. We understand that well-planned, safe, and stable neighborhoods are critical for our communities to thrive in their chosen place to live, work, and recreate.

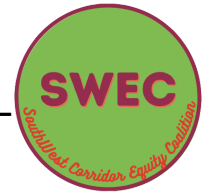
Our Coalition is aware there are many opportunities and possibilities for increasing affordable housing and for stabilizing and supporting the communities of SW Portland. Many of the things our stakeholders care about for our communities are included in the WPTC Plan.

We thank the Bureau of Planning and Sustainability (BPS) for their commitment to partner with SWEC to capture the needs and priorities of the diverse communities in the area. We also appreciate the discussions with the Planning and Sustainability Commission (PSC) and their recommendation for adoption of the Plan.

As much as we are excited and look forward to City Council's adoption of the Plan, we want to make sure that evaluation measures and resources are in place so that the implementation of the Plan is as equitable as its development was. That said, we ask the City Council to consider the following points:

**Affordability preservation & expansion**

The WPTC area is one of the most racially and culturally diverse places in all of SW Portland. It is home to long-established East African and Arab Muslim communities and two of the city's largest and oldest mosques in the City.



The low-cost apartments near Markham Elementary and the mosques are some of the last remaining affordable apartments in the city and they are fast disappearing. There is a potential loss of nearly 700 market affordable units at over 20 sites in the area as unchecked development proceeds over time. A similar scenario exists for small businesses and retail storefronts.

Recognizing that building new affordable housing takes years, the first priority for our community is to preserve existing affordable housing, while investing in creating more units. The WPTC Plan proposes a number of tools to help preserve low-cost housing and reduce pressure on redevelopment. These tools include landuse policy, landbanking, attention to revenue streams from transportation projects, support for long term community engagement and services.

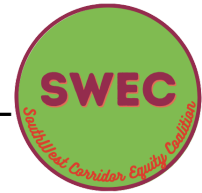
Equally important is the need to use trauma-informed design for new developments and provide co-located services that meet the needs of residents including childcare, health and human services including food security and senior services, multilingual information centers, and recreational facilities.

### **Establishing a multicultural hub**

The WPTC Plan also addresses the ongoing discussions with the community to establish a multicultural hub in the area. The hub will bridge the cultural gaps in our neighborhoods, help diverse communities to acknowledge and celebrate our different cultures, and strengthen the relationships between people in the town center and the surrounding areas.

The multicultural hub in SW Portland will be a citywide attraction and will provide an opportunity for affordable commercial activities to market culturally-specific products. It will also offer a much-needed central location to share information, services, and resources for newcomers to the community to help them live in harmony in the town center.

We have done a lot of engagement with the community that shows that the needs for this project are justified. Recently, five of SWEC partners have been working with BPS on a project funded by the Centers for Disease Control and Prevention (CDC) to develop an Accelerator Plan that addresses Social Determinants of Health in the WPTC. The Plan offers a roadmap for building a multicultural hub.



**Infrastructure improvements, safe sidewalks and transit access**

There is an urgent need to develop viable infrastructure for the programs proposed by the WPTC Plan to be effectively implemented. This includes stormwater drainage systems and transportation safety.

We want the WPTC to become a place that naturally draws many people rather than cars to the area, with more safe sidewalks and bike lanes built for everyone to use. We ask the City Council to encourage active and ongoing coordination between different City Bureaus to ensure our communities are safe.

We understand that this will require a lot of resources and collaborations, but we also believe that inter-bureau efforts on incremental improvements would be very helpful. Specifically, supporting needed analysis and conceptual planning for a priority project such as the Crossroads Interim Intersection Improvements as well as further conceptual or design development of the Green Ring network would go a long way in eventually achieving safer transportation options in this area.

**Community Development: Support for business and workforce development**

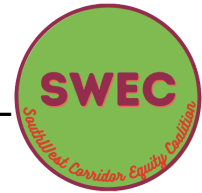
The WPTC Plan discusses many different aspects of community development including support for BIPOC small businesses and workforce development opportunities. Last year, SWEC launched a Business and Workforce Development Workgroup to assess the needs of small businesses and workers in the SW Corridor and create a work plan to address these needs.

We have been working with Prosper Portland and the City of Tigard as part of their Intergovernmental Agreements with Metro to provide technical assistance and other resources for businesses and workforce in the SW Corridor. We ask your Council to ensure provision of resources to sustain and expand this support for businesses and workers in the WPTC. Part of the retention of BIPOC business is the prevention of the BIPOC families that are the important customers of these businesses.

**Capacity building for community-based organizations**

Many SWEC member organizations, representing various sectors, have been involved in the development of the WPTC Plan over the past years. Many community engagement activities have been done including focus group discussions, surveys, door knocking, flyering to inform the community about the Plan and getting their feedback on certain issues.





The Coalition established the WPTC Community Development Workgroup to discuss different topics of the Plan during bi-weekly meetings. The Workgroup will continue to provide support for the equitable implementation of the Plan and we appreciate the recommendation by the PSC in their letter to City Council that SWEC provide an annual or biennial report to City Council on the progress and activities related to the Plan.

We have an opportunity together to implement strategies in the Plan that focus on preserving existing affordable housing as well as providing for the eventual development of new homes and jobs as the area evolves. An exchange of perspectives and ongoing collaboration on how best to achieve these goals is what we hope to foster.

Sincerely,  
Executive Committee  
SW Corridor Equity Coalition



# Rachael Duke

**#332145 | October 12, 2022**

## Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Dear members of the Portland City Council: It has been a pleasure for CPAH to be part of the West Portland Town Center Community Advisory Group. We know that well planned, safe and stable neighborhoods are critical for our residents to succeed. This plan could not be more timely; there is incredible pressure to gentrify this community. We urge you to support those specific strategies in the plan that will both increase the supply of regulated affordable housing and increase the opportunities for residents to have improved work opportunities, green space, and positive health outcomes. Most importantly, we ask you to ensure that the residents who currently live in the culturally diverse and rich community have every opportunity to stay. We urge the city to track displacement on a household level, with the ultimate goal of no resident having to leave because of increased housing costs. This requires thoughtful and inclusive redevelopment of current multi-family housing using many of the tools described in this plan. We also request the formal adoption of a minimum threshold of 30% of all new housing be affordable to people at 60% of median income and below. We are already seeing pressure to renovate multi-family housing and increase rents. We **MUST** act quickly to protect multi-family affordable housing options, and increase access to affordable housing. Multi-family communities are one of the strongest ways for the City to require creation of affordable units, and one of the most important ways to maintain the diversity of housing options (from single family homes to multi-family residential). Multi-family units with affordable housing requirements can also provide a path to ownership. We are also excited about other elements of the plan, including the multi-cultural center at the Barbur Transit Center or other nearby areas. This area is also home to some of the most important concentrations of affordable housing close to downtown. We also know that West Portland Park experiences greater health inequities than other neighborhoods in the Town Center area (e.g., life expectancy is 5 years less). We have a chance to improve these inequities and improve our city. And with the delay of light rail, we have time to shore up our approach to affordable housing and prevent displacement. Thank you for your time and consideration. Sincerely, Rachael Duke, Executive Director

Testimony is presented without formatting.

October 12, 2022

**Re: West Portland Town Center Plan – Recommended Draft**

Dear members of the Portland City Council:

It has been a pleasure for CPAH to be part of the West Portland Town Center Community Advisory Group. We know that well planned, safe and stable neighborhoods are critical for our residents to succeed.

This plan could not be more timely; there is incredible pressure to gentrify this community. We urge you to support those specific strategies in the plan that will both increase the supply of regulated affordable housing and increase the opportunities for residents to have improved work opportunities, green space, and positive health outcomes. Most importantly, we ask you to ensure that the residents who currently live in the culturally diverse and rich community have every opportunity to stay. We urge the city to track displacement on a household level, with the ultimate goal of no resident having to leave because of increased housing costs. This requires thoughtful and inclusive redevelopment of current multi-family housing using many of the tools described in this plan. We also request the formal adoption of a minimum threshold of 30% of all new housing be affordable to people at 60% of median income and below.

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**We are also excited about other elements of the plan, including the multi-cultural center** at the Barbur Transit Center or other nearby areas.

This area is also home to some of the most important concentrations of affordable housing close to downtown. We also know that West Portland Park experiences greater health inequities than other neighborhoods in the Town Center area (e.g., life expectancy is 5 years less). We have a chance to improve these inequities and improve our city. And with the delay of light rail, we have time to shore up our approach to affordable housing and prevent displacement.

Thank you for your time and consideration.

Sincerely,

*Rachael Duke*

Rachael Duke, Executive Director

# Carlton Perry

**#332147 | October 11, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Ms. Frederiksen, Hope the above offering is informative. While the City need a lot more housing of all types, current BP&S zoning is quite rational and equitable as it stands. What is now proposed for this tiny corner of town, will be punitive, punishing the Private Investor for his many years of effort — No profit, just pain. If the City thinks there's a great opportunity in Housing, then Purchasing my property will provide a good proving grounds for your ideas. However, the City Hosing in Hillsdale ... same size and age of mine ... has long since been demolished and replaced by a new development. That's revealing. I've spent 56-years of my life forgoing profit from Rental Housing as the only option to have money needed for the enormous cost of maintaining rental housing. After those costs, there is no remaining profit (despite rumors to the contrary). My time in Portland (31 years at Dickinson Crossing ® and 26 years near SE Hawthorne Blvd) has been interesting. However, I've always presumed there would finally be a profit at the end of the line. And, now at age 83, I find that such profit will be removed from my grasp: Current proposals to the City Council will only allow a NON-PROFIT to meet your goals.

Testimony is presented without formatting.



Concept Design - Dickinson Crossing® New Apartments

**\$14.8** mil.

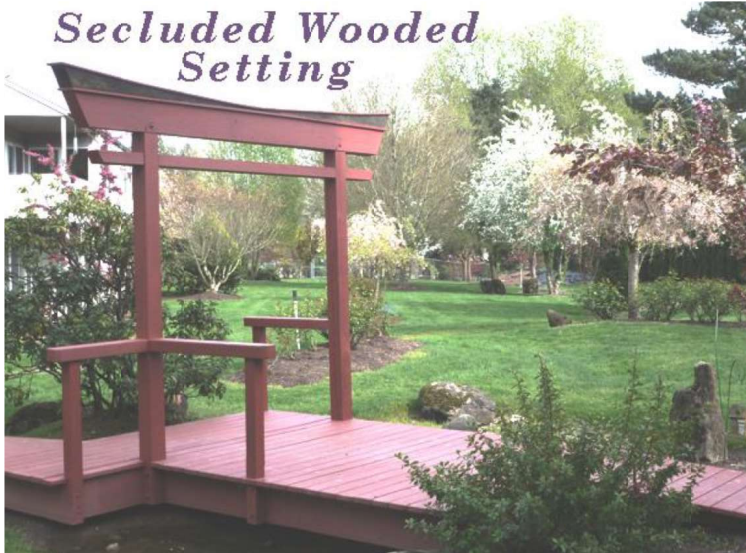
**\$50** mil. Development possible — Nearly 300 apts, 150,000 sf

★ **Builder Opportunity** ★

**Investor / Builder** may Develop **120,000** s.f. of Level Land, SW Portland, zone **RM-1**.

**50% bonus** for keeping **Dickinson Crossing® Affordable Housing** — Well-built & maintained •30,000 sf •\$7 mil value. **180,000** sf housing allowed with **City Bonus**. **Market-Rent** applies to **150,000** sf new units ( est \$35 mil.)

**Secluded Wooded Setting**

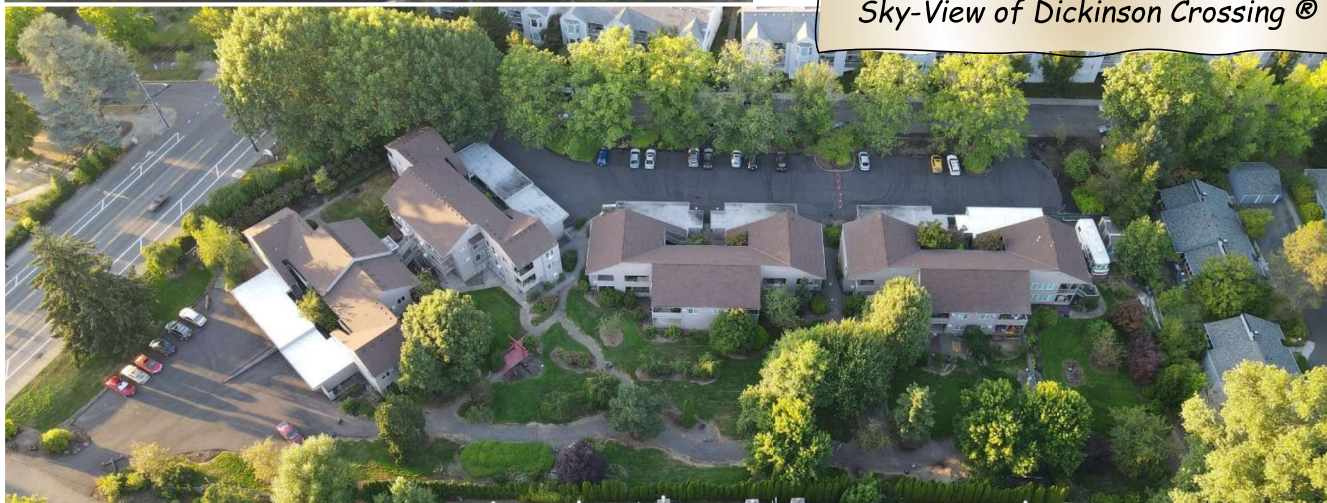


**Other Options** (of many) — (A) **120,000 sf total** ... Build 90,000 sf **new**, keep existing housing. All units at Market Level rent — About \$1,300 to \$2,000 typical for area. (B) **240,000 sf total** ... Build 210,000 **new**, keep existing housing. Additional Affordable Housing necessary by City guidelines (“DC data \$14.8 mil” see p.15)

**Site-plans** illustrate a few of many development options. Sets of apartment-plans for smaller units — *under 500 sf*— are included because of **economic appeal** to many age-groups. Current median age, 45-50; from 2-yr-83-yrs. Average **Tenure** exceeds 5-yrs.

Meeting with **City Planners** implied acceptability of **four-floors** near property line North & South — and **fifth story**, considered toward center of site. Several levels of **Parking** near SW Dickinson should be possible ... and need at least ground-level **parking** along south fence-line. ▶ Very **Long-Term Owner** / Supervisor **available** for discussion as needed.

Sky-View of Dickinson Crossing®



**Questions?** Inquiries welcome by Curious **Builders/ Investors/ Brokers**.

Carl Perry • Owner/ Investor • Since 1965 • 30-yrs at **Dickinson Crossing®**

“Offering Fine Rental Housing — For the Quiet Professional”™

4600 SW Dickinson St, Portland OR • 97219

**Office** ---▶ **503-245-8600**

[Perry\\_Carlton@Outlook.Com](mailto:Perry_Carlton@Outlook.Com)



**Scheme 1 Summary:**

Lot Size (after ROW dedications) 119,721 sf  
 Lot Coverage 50% (59,860 sf) proposed: **36,413 sf**  
 Min Landscape 30% (35,916 sf) proposed: **36,000 sf**  
 Parking: +/- 128 stalls (.83 stalls per unit)  
 Units: +/- 153 units (600 sf avg.)

Bldg A, B, C, D (Existing 2 story buildings) 30,648 sf - 32 units  
 Bldg E (New) (4.5 stories over parking) 63,075 sf - 76 units  
 Bldg F (New) (3 stories) 8,343 sf - 15 units  
 Bldg G (New) (3 stories) 8,343 sf - 15 units  
 Bldg H (New) (3 stories over parking) 7,245 sf - 15 units

Project totals: 117,654 sf - 153 units  
 (requires City approval of stepped back 5th story along Dickinson)

**CONCEPT SITE PLAN**

1"=40'-0"



**DICKINSON CROSSING**

RM1 Concept site plans  
 06.04.21





SW CAPITOL HWY & SW DICKINSON  
08.02.18

PERSPECTIVE ALONG DICKINSON ST

1 BEDROOM  
454 sq.ft.

1 BEDROOM  
371 sq.ft.

1 BEDROOM  
561 sq.ft.

1 BEDROOM  
375 sq.ft.

1 BEDROOM  
566 sq.ft.



LARGE PODIUM CLUSTER

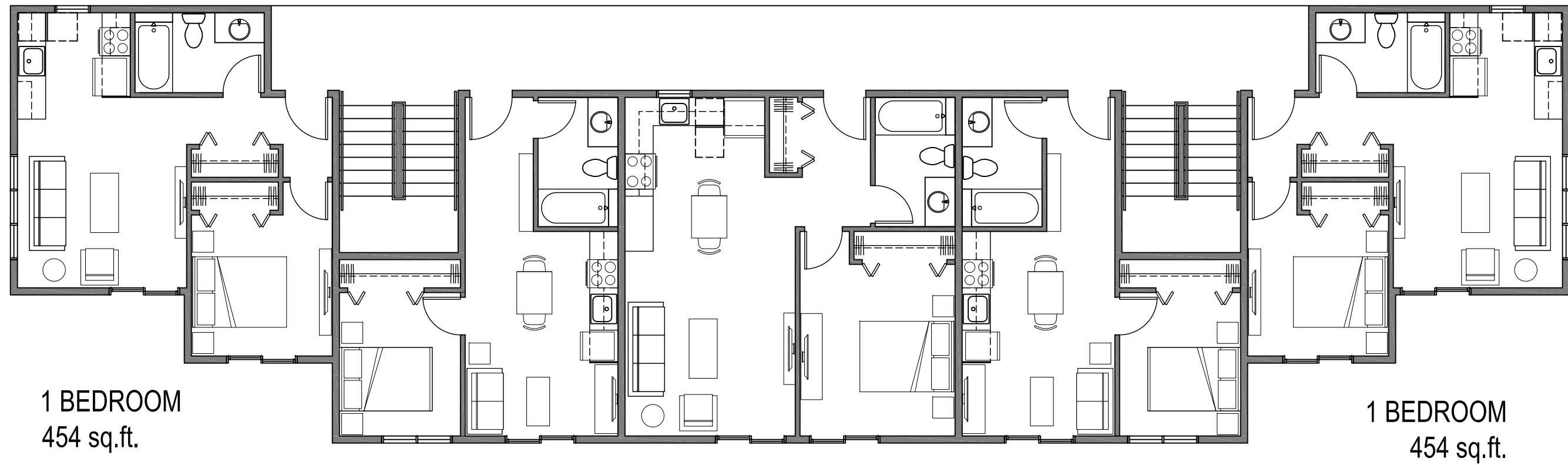
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SW CAPITOL HWY & SW DICKINSON  
08.02.18

PERSPECTIVE ALONG CAPITOL HWY



1 BEDROOM  
454 sq.ft.

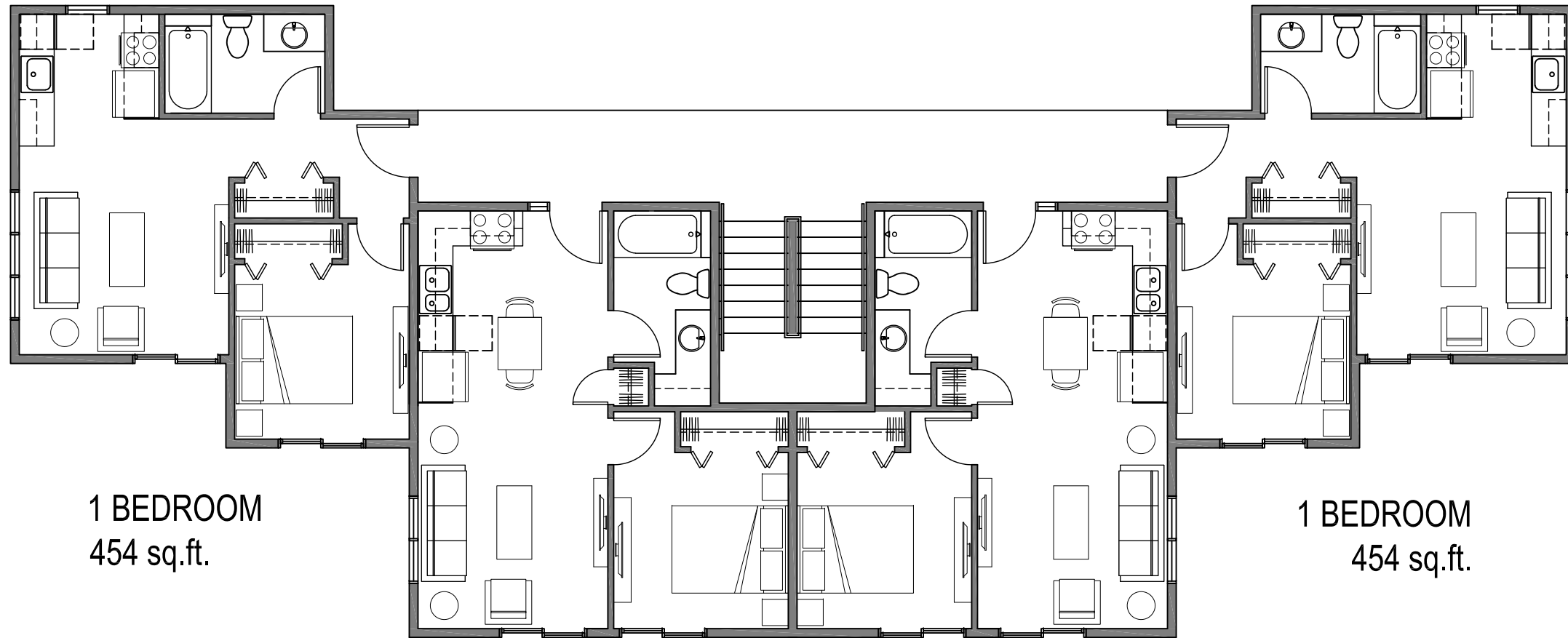
1 BEDROOM  
454 sq.ft.

1 BEDROOM  
371 sq.ft.

1 BEDROOM  
561 sq.ft.

1 BEDROOM  
371 sq.ft.

CAPITOL HWY CLUSTER  
1/8"=1'-0"



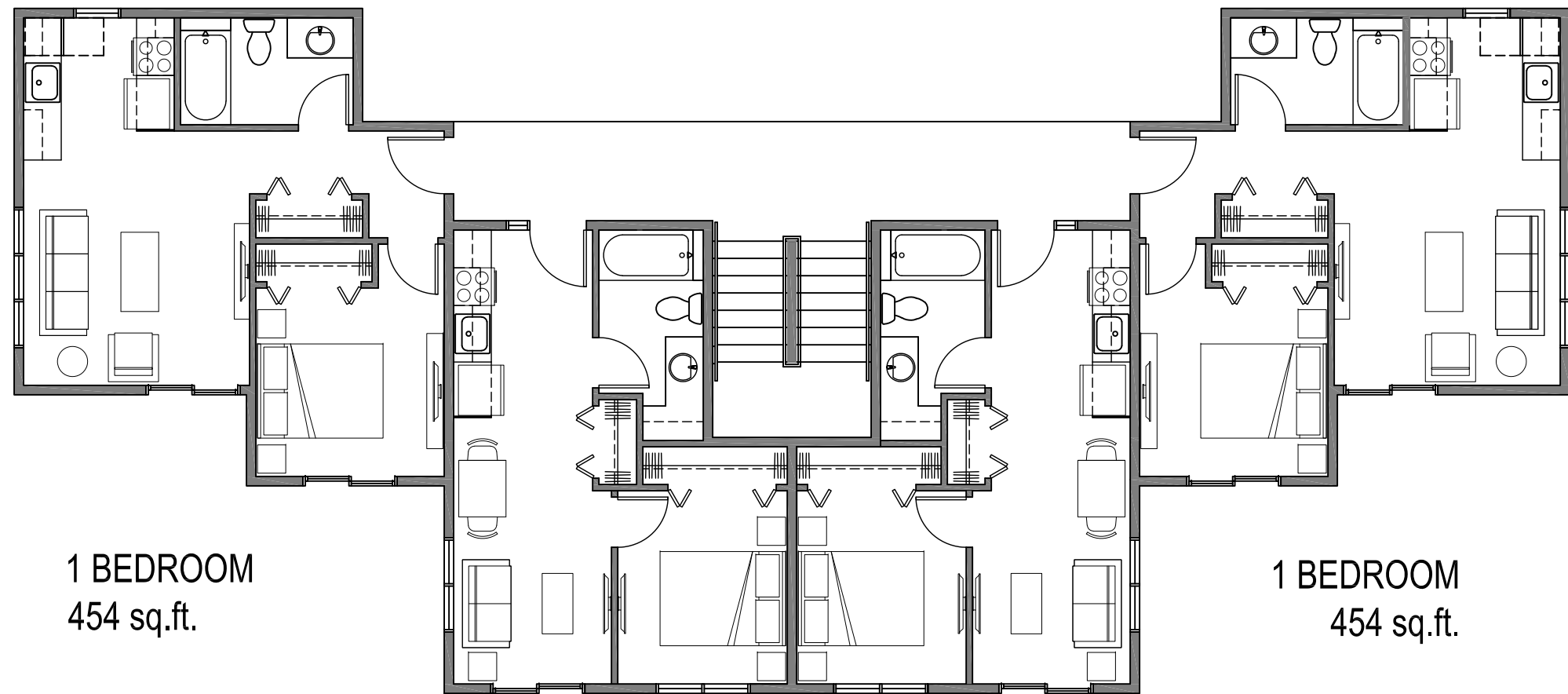
1 BEDROOM  
454 sq.ft.

1 BEDROOM  
454 sq.ft.

1 BEDROOM  
455 sq.ft.

1 BEDROOM  
455 sq.ft.

GARDEN CLUSTER  
1/8"=1'-0"



1 BEDROOM  
454 sq.ft.

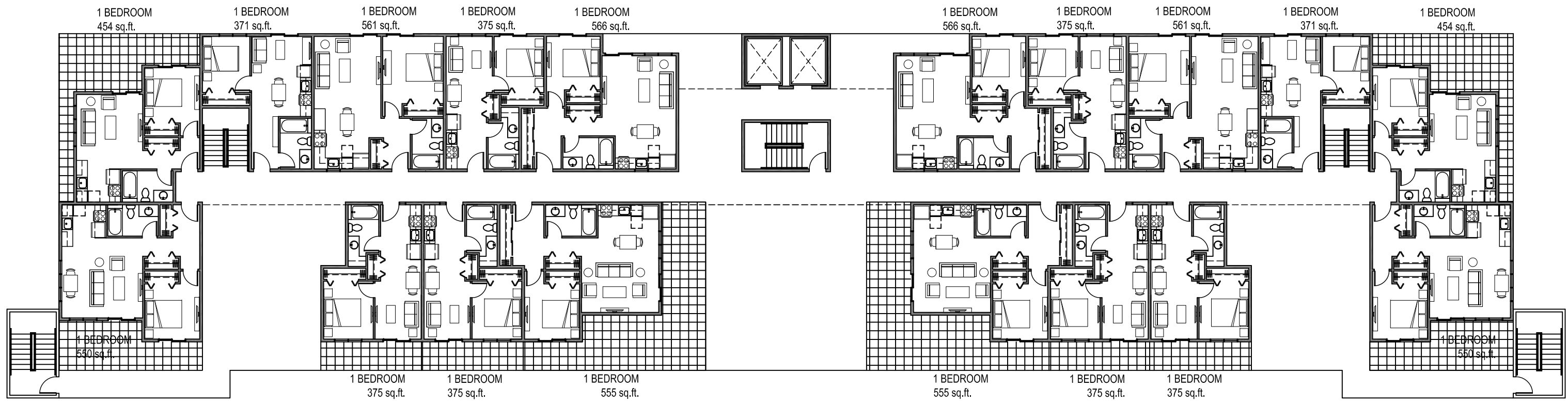
1 BEDROOM  
454 sq.ft.

1 BEDROOM  
375 sq.ft.

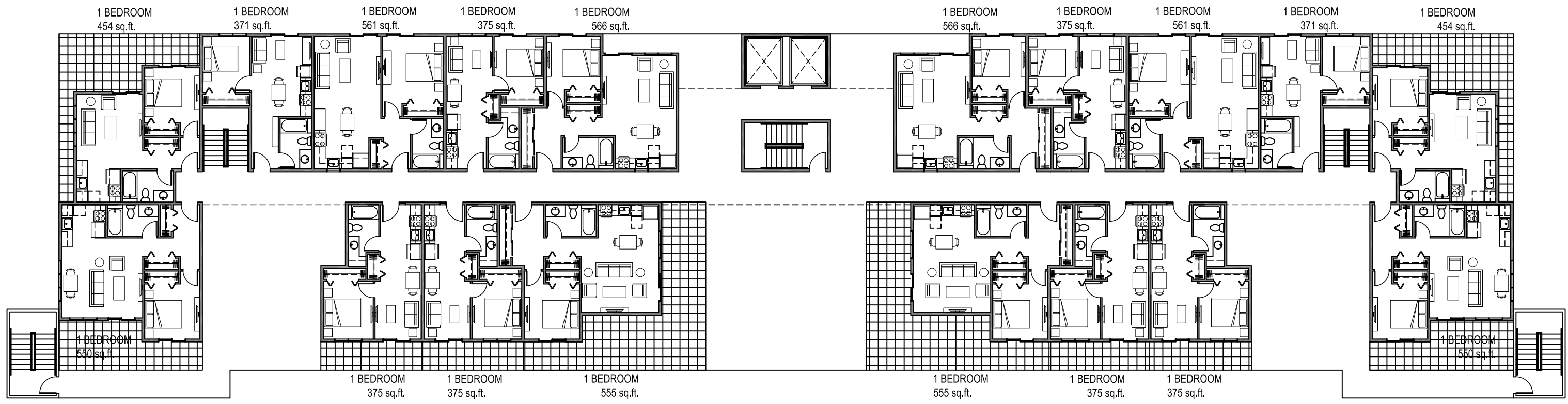
1 BEDROOM  
375 sq.ft.

SMALL PODIUM CLUSTER

1/8"=1'-0"



LARGE PODIUM  
NTS



LARGE PODIUM  
NTS







# Carlton Perry

**#332149 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Thanks, Ms. Frederiksen — Yes, please have entered in public record. Please see .Pdf (corrected version) of comments above. Thanks so much for your effort.

Testimony is presented without formatting.

12-October 2022

Re: WPTC Plan, September 2022 • City Council review.

Ms. Frederiksen, for BPS / and our esteemed City Council members:

► Yes, please have my comments and exhibits entered in public record.

For certain, our city needs a lot more housing of all types. Current BP&S zoning is quite rational and equitable as it stands. What is now proposed for our tiny corner, West Portland Park, is clearly punitive — punishing the Private Investor for his many years of effort — No profit, just pain.

I hope the attached exhibits are informative. I'd be glad to have the City of Portland purchase **Dickinson Crossing**® — It can provide a good proving grounds for your new ideas. Conversely, the City Housing in Hillsdale ... same size and age of mine ... was recently **demolished and replaced** by a new development. That's revealing, since it's no simple matter to effectively handle maintenance demands for any rental housing ... **the cost is a major burden**.

I've spent **56-years of my life forgoing profit** from Rental Housing as the only option to have money needed for the enormous cost of maintaining rental housing. After those costs, **there is no remaining profit** (despite rumors to the contrary); the overage of cost had to be paid for with my own effort, learning to handling the dozen skills that must be developed to be competent.

I've always assumed there would **finally be a profit** at the end of the line. But now I find that such profit will be removed from my grasp: Current proposals to the City Council will only allow a NON-Profit group to survive.

On the other hand, the recent WPTC plan, Sept. 2022, page 28, "Great Places with Equitable Access," presents **many commendable concepts**, including:

- "Preserve Market-Rate Housing..." SW Alfred St. at Capitol Hwy.
- "Mixed Use Library and Housing" SW Dickinson St. at Capitol Hwy.

► **My property, Dickinson Crossing**® is very near the City Library on SW Dickinson Street — **due East from Holly Farm Park**. The aerial view may clarify the location, offering good access to most area schools ... Jackson, Markham and PCC-Sylvania.

I sincerely hope the City can help buy this property for a Non-Profit Group. **At age 83, I have no desire to start over again.**

*Sincerely, Carl Perry,*

*Owner/ General Mgr – Since 1965*

- Since 1991 at *Dickinson Crossing*®

*"Offering Fine Rental Housing —*

*For the Quiet Professional*"™

**Office • 503-245-8600 • 4600 SW Dickinson St. • Portland, OR 97219**

*City Library*

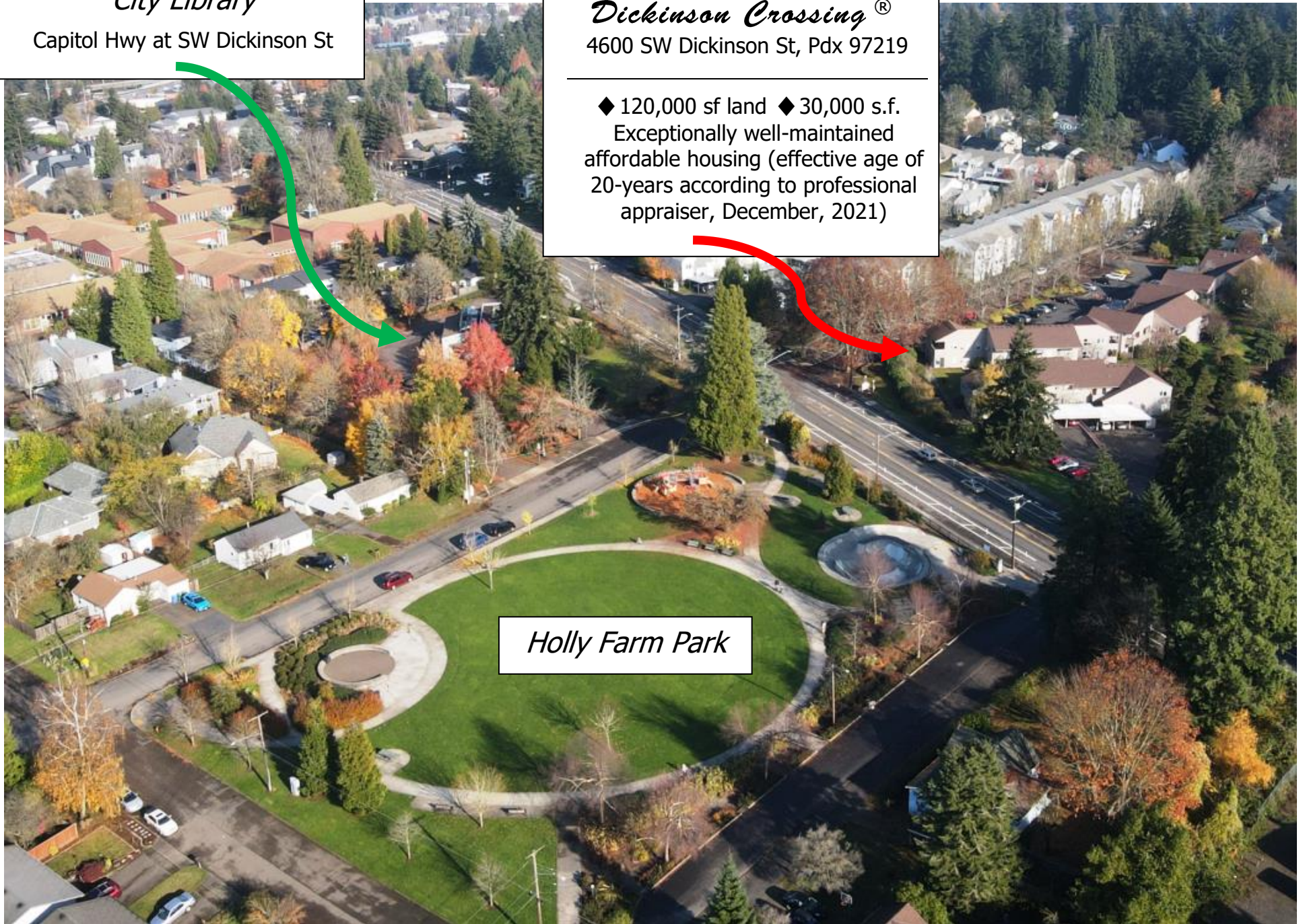
Capitol Hwy at SW Dickinson St

*Dickinson Crossing*®

4600 SW Dickinson St, Pdx 97219

◆ 120,000 sf land ◆ 30,000 s.f.  
Exceptionally well-maintained  
affordable housing (effective age of  
20-years according to professional  
appraiser, December, 2021)

*Holly Farm Park*





**Scheme 1 Summary:**

Lot Size (after ROW dedications) 119,721 sf  
 Lot Coverage 50% (59,860 sf) proposed: **36,413 sf**  
 Min Landscape 30% (35,916 sf) proposed: **36,000 sf**  
 Parking: +/- 128 stalls (.83 stalls per unit)  
 Units: +/- 153 units (600 sf avg.)

Bldg A, B, C, D (Existing 2 story buildings) 30,648 sf - 32 units  
 Bldg E (New) (4.5 stories over parking) 63,075 sf - 76 units  
 Bldg F (New) (3 stories) 8,343 sf - 15 units  
 Bldg G (New) (3 stories) 8,343 sf - 15 units  
 Bldg H (New) (3 stories over parking) 7,245 sf - 15 units

Project totals: 117,654 sf - 153 units  
 (requires City approval of stepped back 5th story along Dickinson)

**CONCEPT SITE PLAN**

1"=40'-0"



**DICKINSON CROSSING**

RM1 Concept site plans  
 06.04.21









SW CAPITOL HWY & SW DICKINSON  
08.02.18

PERSPECTIVE ALONG DICKINSON ST



SW CAPITOL HWY & SW DICKINSON  
08.02.18

PERSPECTIVE ALONG CAPITOL HWY



1 BEDROOM  
454 sq.ft.

1 BEDROOM  
371 sq.ft.

1 BEDROOM  
561 sq.ft.

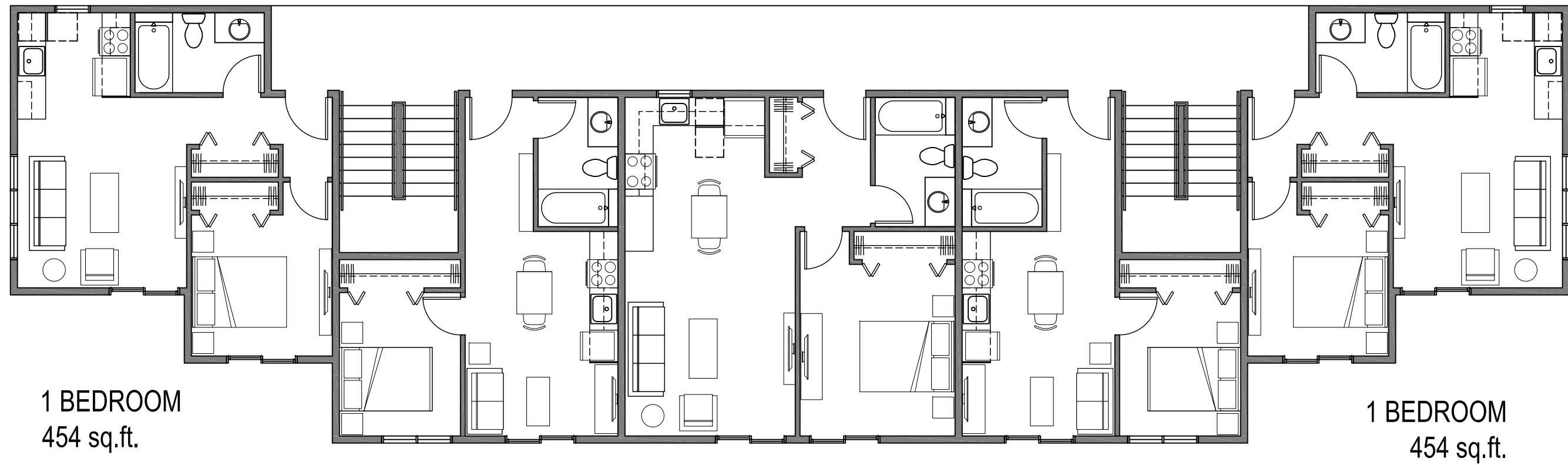
1 BEDROOM  
375 sq.ft.

1 BEDROOM  
566 sq.ft.



LARGE PODIUM CLUSTER

1/8"=1'-0"



1 BEDROOM  
454 sq.ft.

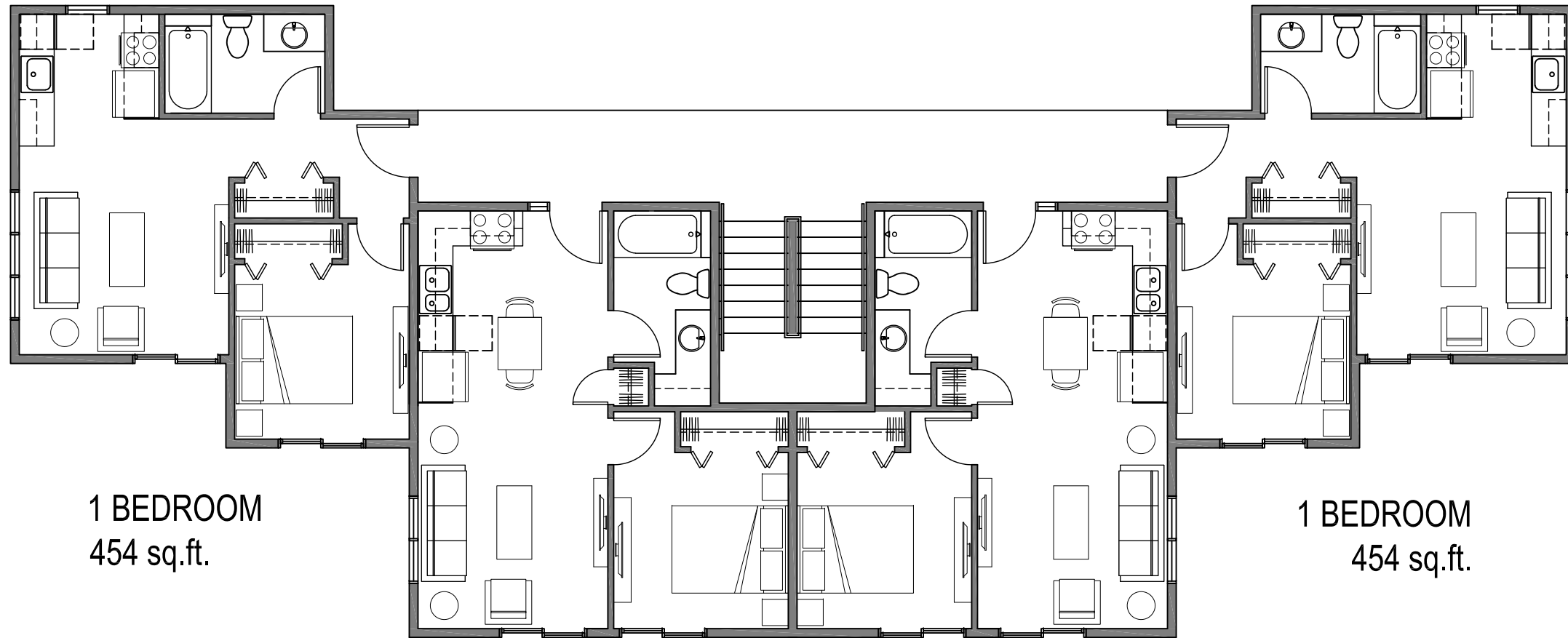
1 BEDROOM  
454 sq.ft.

1 BEDROOM  
371 sq.ft.

1 BEDROOM  
561 sq.ft.

1 BEDROOM  
371 sq.ft.

CAPITOL HWY CLUSTER  
1/8"=1'-0"



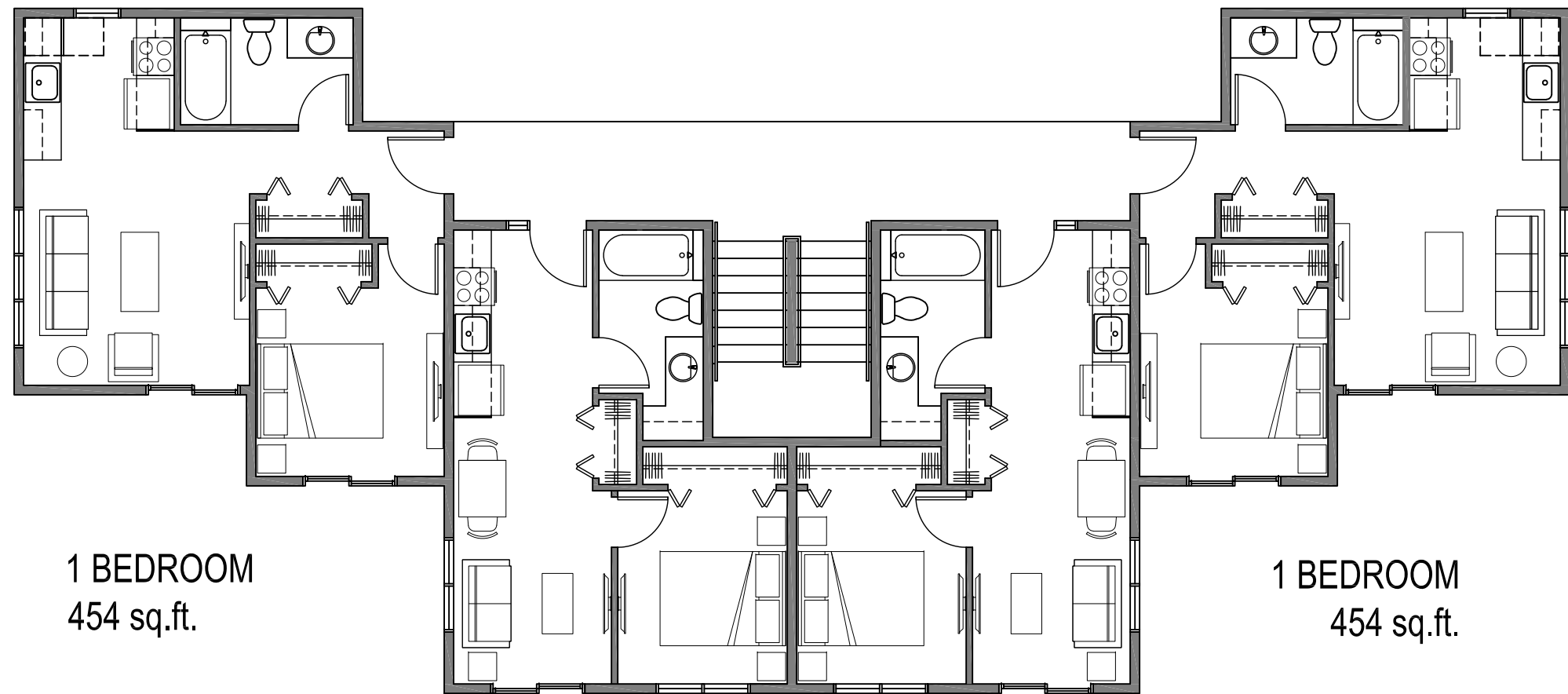
1 BEDROOM  
454 sq.ft.

1 BEDROOM  
454 sq.ft.

1 BEDROOM  
455 sq.ft.

1 BEDROOM  
455 sq.ft.

GARDEN CLUSTER  
1/8"=1'-0"



1 BEDROOM  
454 sq.ft.

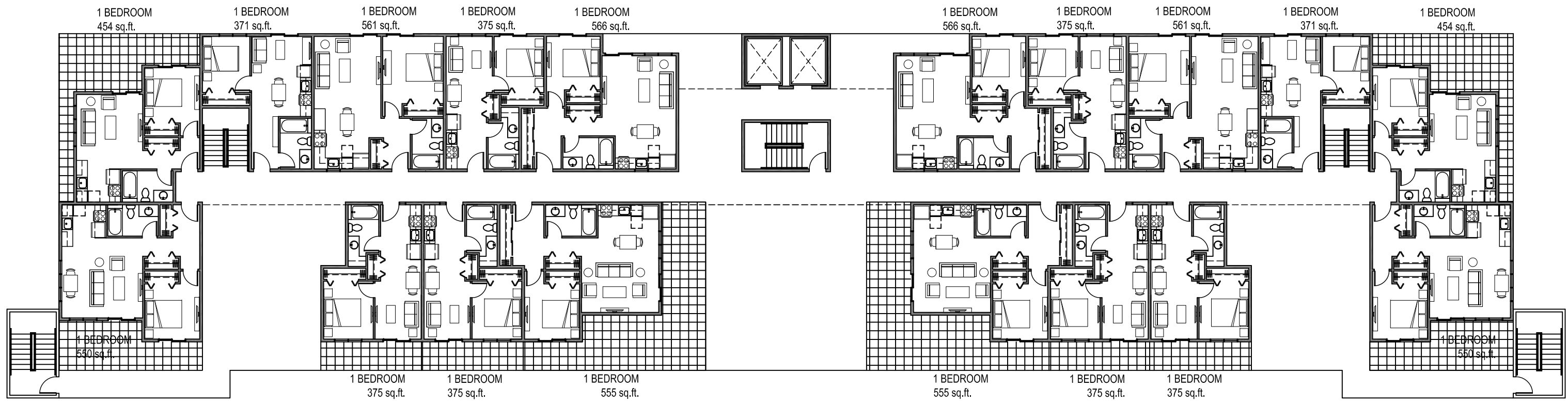
1 BEDROOM  
454 sq.ft.

1 BEDROOM  
375 sq.ft.

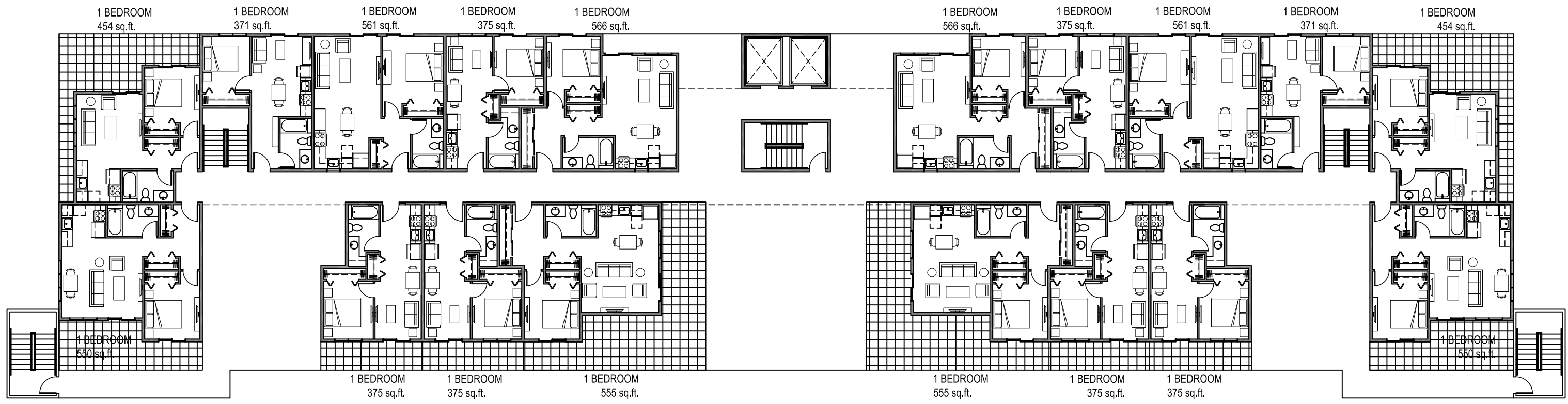
1 BEDROOM  
375 sq.ft.

SMALL PODIUM CLUSTER

1/8"=1'-0"



LARGE PODIUM  
NTS



LARGE PODIUM  
NTS

# Mohanad Alnajjar

**#332164 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Coya Crespín

**#332165 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.



# Jessica Gernsey

**#332166 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Chris Chiacchierini

**#332167 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Amanda Rain

**#332168 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Kim McCarty

**#332169 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Elizabeth Sibley

**#332170 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Terri Preeg Riggsby

**#332171 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Amanda Fritz

**#332172 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Hayli Hay

**#332173 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.



# Matt Tschabold

**#332174 | October 12, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

See video

Testimony is presented without formatting.

# Terri Preeg Riggsby

**#332146 | October 13, 2022**

## Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

October 13, 2022 Re: West Portland Town Center Plan – Recommended Draft Dear Mayor Wheeler and members of the Portland City Council: HAKI Community Organization was created in 2018 as a resource of advocacy, education, and empowerment for Swahili-speaking East Africans immigrants and refugees, most of whom live in SW Portland. We have been an active member of the Southwest Equity Coalition since that time and are fully committed to ensuring that our community has the resources, support, and infrastructure necessary to thrive. Among other activities, we advocate for affordable housing and anti-displacement for our renters, and workforce development, with the ultimate goal of empowering the East African immigrant and refugee community. Our office is located near Portland’s largest mosque, Masjid As-Saber, and is within the the West Portland Town Center plan area. With deeply rooted relationships in the community and strong partnerships through our membership on SWEC, we have excellent and well-established avenues for gathering input from our neighbors. We have been engaged with the West Portland Town Center planning effort since 2019 and appreciate the opportunity to highlight the needs of our immigrant and refugee community. As a result of these several years of community input and engagement as part of the West Portland Town Center Plan and working with partners on a Center for Disease Control and Prevention-funded project, we know that it is critical for our collective and individual health that we create spaces to build community connections and strengthen employment opportunities in the area. We believe that the Plan’s inclusion of a Multicultural Hub will help us create those community connections, create new job opportunities, and bridge the cultural gaps in our neighborhoods. The Multicultural Hub will help our diverse communities acknowledge and celebrate our different cultures, and it will strengthen the relationships between people in the town center and the surrounding areas. We believe it will become a citywide attraction and provide an opportunity for affordable commercial activities to market culturally-specific products. The Multicultural Hub will also offer a much-needed central location to share information about available public services and resources, like Multnomah County health programs and public transportation services. We believe this is a critical component for newcomers to the community to support them in living healthfully and in harmony in their new home. The Multicultural Hub will draw from the successes learned from similar community events and spaces, like Prosper Portland’s “My People’s Market”, the Portland Mercado, and the APANO Jade Night Market. The vision for the Multicultural Hub is that it will include vendor space for entrepreneurial small businesses, different cuisines representing the cultures of people residing within and near the West Portland Town Center, and booth spaces

focused on workforce development, health and well-being, housing education, and civic engagement. We urge your support of the community's vision and adoption of the West Portland Town Center Plan. This is the critical first step that will allow local government agencies and nonprofits to work together to access funding to build all components of the plan, and in particular, the Multicultural Hub. Thank you, //signed// Mohamed Salim Bahamadi Founder and Director, HAKI Community Organization 503-515-8278 (cell) mohamed@hakicommunity.org  
www.hakicommunity.org

Testimony is presented without formatting.



October 13, 2022

Re: West Portland Town Center Plan – Recommended Draft

Dear Mayor Wheeler and members of the Portland City Council:

HAKI Community Organization was created in 2018 as a resource of advocacy, education, and empowerment for Swahili-speaking East Africans immigrants and refugees, most of whom live in SW Portland. We have been an active member of the Southwest Equity Coalition since that time and are fully committed to ensuring that our community has the resources, support, and infrastructure necessary to thrive.

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**HAKI**  
**Community Organization**  
Humanity | Assistance | Kindness | Interculturalism

The Multicultural Hub will also offer a much-needed central location to share information about available public services and resources, like Multnomah County health programs and public transportation services. We believe this is a critical component for newcomers to the community to support them in living healthfully and in harmony in their new home.

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We urge your **support of the community's vision and adoption of the West Portland Town Center Plan**. This is the **critical first step** that will allow local government agencies and nonprofits to work together to access funding to build all components of the plan, and in particular, the Multicultural Hub.

Thank you,

A handwritten signature in black ink, appearing to read "Salim", written over a light blue circular stamp.

Mohamed Salim Bahamadi  
Founder and Director, HAKI Community Organization  
503-515-8278 (cell)  
mohamed@hakicommunity.org  
[www.hakicommunity.org](http://www.hakicommunity.org)

# Gary Runde

**#332150 | October 14, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Greetings City Council Members and WPTC Project Team. I am submitting testimony on behalf of the Board for the West Portland Parks Neighborhood Association. Our Board received an update presentation from the Project Coordinator at our September Board Meeting, followed by Q&A. A Representative for our Board attended City Council Meeting in person to hear the discussion of the Recommended Draft earlier this week. We discussed the WPTC Project at our October WPPNA Board Meeting Thursday eve Oct 13th. Our public testimony is as follows: "The WPPNA Board approves of and supports the WPTC Project as currently written" . We will follow the remaining hearings of the WPTC Project with City Council and evaluate any Amendments that may be proposed.

Testimony is presented without formatting.

# Jessica Wade

**#332151 | October 14, 2022**

Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

Dear Mayor Wheeler and Commissioners, As someone who has advocated for truly affordable housing in the Southwest, I am writing to you today to ask that you demand answers from city staff who glossed over details of this plan in their presentation to you, downplayed the speculation that is already transpiring in this proposed area, and has yet to provide the magic number—how many units of affordable housing at 30, 60 or even 80% that this plan will result in. The area designated as Phase 1, “infrastructure ready” (See attached photo) contains the majority of RM2 zoning—4-5 story residential multiplex. If council votes to approve this plan, this zoning will go immediately into effect sending the already occurring speculation into overdrive. Unfortunately zoning alone does not result in affordable housing and can actually result in the opposite. We can look to Minneapolis and New York as just two examples. Unless the City, PHB and its partners own significant tracks of land in this designated area, the “wider variety of housing” proposed by this plan will not serve the people most vulnerable to displacement. The immediate zoning changes won’t amount to anything other than another field day for developers in this City, not even the promise of infrastructure. Please see my attached previously submitted testimony to the BPS discussion draft (dated 12/03/20) and, as my elected officials, please push for answers. Thank you!

Testimony is presented without formatting.





December 3, 2020

To whom it may concern:

I urge the Bureau of Planning and Sustainability project staff and the Planning Commission to please reconsider the scale of rezoning that is proposed for the area within the West Portland Town Center and please look at infrastructure impact prior to approving this plan.

With the priority identified by engaged communities to “*Foster culturally specific businesses and gathering places as well as new affordable housing for refugees*”, I want to support this plan fully. However, I find the plan, although well intentioned, to be based in false assumptions: 1) That the area, now without a funding source for high capacity transit, meets the City’s own definition of a Town Center; 2) That private developers will build affordable housing; and 3) That private developers will provide the infrastructure that is lacking in the area.

This whole plan was predicated on the displacement pressures that high capacity transit could potentially bring to the area similar to what transpired along Interstate Avenue. It was wise to be proactive, and I appreciate the work of the SW Equitable Housing Strategy Committee. However, without the funding for the SW Corridor approved during the last election, now the only pressure for resident displacement is likely to come from the plan itself—not light rail.

With proposed changes in zoning, the area is at risk of vicious land prospecting, something project staff has already admitted is looming. With the area rife with aging residents, this plan opens some of our most vulnerable neighbors to predatory tactics and pressures to sell their homes. How vulnerable will they be to developers? Will they be able to age in place when their property taxes rise at such a rate that it becomes cost-prohibitive on a fixed income?

As a person who has advocated for affordable housing with developers in Multnomah, I have heard repeatedly from them that “it just doesn’t pencil out”. How many units of affordable housing are proposed and at what affordability level (80%, 60% or 40% or less of MHI)? Moreover, what is the guarantee that developers will actually utilize the incentives offered to build needed affordable units? The rents we have seen in this area for new multiplex construction are \$1300+ for studio efficiency apartments. Therefore, you must ask yourself who will this change in zoning benefit. Lastly why has this plan selected modest duplexes along Marigold Street to upzone—some of the remaining affordable home ownership opportunities in the area when the plan itself states that engaged communities named the following priority: *Ensure the sense of place and community is maintained through housing and rent stability, healthy homes, and home ownership.*

As a resident with boots-on-the-ground experience within this project’s boundary, I am also particularly concerned about the scale of upzoning that is being proposed. It is gravely out-of-synch with the current state of our infrastructure including but not limited to pedestrian and bicycle facilities, complete streets or lack there-of, water, storm water, sewage and school capacity not to mention the transportation system itself. Please assess these impacts, especially in the area to west of I-5 in the Multnomah and Ash Creek neighborhoods before approving this plan.

To assume that private developers of RM1 and RM2 proposed properties would make infrastructure improvements, necessary tie-ins, and include public amenities, is a false assumption. I base this on a history of neighborhood infill in which little of these infrastructure promises have materialized. For years, we watched developers receive waivers of remonstrance putting even greater pressure on existing infrastructure.

Beyond lacking curb extensions and sidewalks, crosswalks, and more, one of the biggest concerns is the poor storm water infrastructure. What will happen to properties downstream or in this case simply downhill of RM2 developments if approved? Minimized tree canopies paired with maximized impervious surfaces, clay soil composition, and steep topography in areas slated for RM2 makes for a perfect storm. Who will be responsible? Seven years ago, our home was put on a 2-year waitlist for a curb extension to mitigate downhill storm water. We are still waiting for that curb extension. I do not assume that developers will care about their larger impact to neighbors or our watersheds.

Community members also articulated another priority, *“Provide more and safer transit and walking options.”* Yet the discussion draft itself states, *“We acknowledge that there are no overnight solutions for most of these transportation improvements. Nor is there funding readily available”*. As just one example, from the Alice Street/Barbur intersection south to the Barbur transit center is a .4-mile stretch across four to five lanes of traffic with no crossing. Yet this same area is proposed for upzoning to RM2 or higher density. Without the funding for the entire SW Corridor project and light rail, in short, this plan puts the cart before the horse. I urge you to reconsider this scale of zoning for this area.

Lastly, I urge you to continue your public involvement/community engagement efforts. As a former member of the City’s Public Involvement Advisory Committee, I have found very few residents to have even basic information about this plan.

Sincerely,

Jessica Wade  
3463 SW Alice Street  
Portland, OR 97219  
[4jessicawade@gmail.com](mailto:4jessicawade@gmail.com)

# Robert Gardner

**#332154 | October 14, 2022**

## Testimony to **Portland City Council** on the **West Portland Town Center, Recommended Draft**

My name is Robert Gardner and I am an 18-year resident of 3463 SW Alice. I live with my wife and 10-year-old daughter. I am writing this letter as testimony for the West Portland Town Center Plan proposed draft currently under review at Portland City Council. As a homeowner in the Lower Multnomah neighborhood, a long-time advocate for the West Portland Town Center's redevelopment, and a long-time advocate for affordable housing, I wish to express my deep concerns about the current draft proposal. My concerns can be boiled down to three key areas: a lack of public involvement throughout the process, inadequate infrastructure to support the scale and scope of the project, and lack of guarantees for affordable housing. First and foremost, the process leading up to this draft has not had adequate opportunity for public involvement. Most of the planning and outreach for this draft has taken place during the early stages of the COVID-19 pandemic when neighbors were isolated in their homes, preoccupied with their family's health and wellbeing, and distracted by an unstable and uncertain socio-political climate. Public forums related to this project have been few and far between, sparsely advertised and poorly attended. As a result, many neighbors throughout the affected community have NO IDEA that this plan has even been proposed let alone drafted and presented to City Council, and that their properties are slated for significant zoning changes. Others have heard or read about the Plan, but are confused by the technical considerations of the three volume, 130-page draft document, including a separate 86-page code and policy amendment, and six additional appendices. Had there been better and more accessible public outreach throughout this process, there would be significantly more voices expressing their concern over this plan. Many of us are civically engaged but we are not professional planners and therefore need additional help translating the document to understand its full impact on our neighborhood. Many of us work full time and are parents with small children who have not had the time or bandwidth to wade through the technical aspects of this plan, let alone understand the implications of the significant zoning changes for our well-established and tight knit neighborhood. The city bureaus involved in drafting this document should have provided significantly more opportunity for questions, comments, and public forums to discuss the proposed change prior to implementation to build better and broader community support. I have spoken with dozens of that have properties slated for rezoning under the current plan and they are simply not aware that this plan is happening, let alone that it is in the late stages leading to its implementation. Second, while I understand and strongly support the need to redevelop and re-zone parts of the West Portland Town Center area to accommodate future growth, to foster multicultural communities, and to create

additional affordable housing options, the scale and scope of the proposed zoning changes far outpace the ability of the existing city infrastructure to support this level of development, both environmentally and socially. The proposed redevelopment and upzoning is taking place in areas with: • little to no existing sidewalk infrastructure, • little to no existing bicycle infrastructure, • a lack of crosswalks and safe routes to neighborhood schools, • years of infill development in which developers were given waivers of remonstrance to sidestep building sidewalks and other infrastructure • poor to non-existent stormwater drainage facilities, which has led to a high level of stormwater complaints from residents in the project area • unstable and sinking clay soil structure, including underground streams and wells throughout the project area • unpaved and unimproved streets throughout the project area, • sewage pipes that have routinely backed up into neighborhood homes, • a once-robust heritage tree canopy that is quickly disappearing due to development, • lack of high-capacity transit (along Barbur Blvd.), and • overcrowded neighborhood schools I realize that the draft proposal seeks improvement in these amenities as an endgame of the project's vision, but the livability of this neighborhood during a period of rapid transition into the area's redevelopment concerns me deeply, especially as Phase 1 will accelerate development and land speculation. What guarantees does this plan make to ensure that there is adequate city, state, and federal monies allocated to make the necessary infrastructure improvements and improvements to safe, multi-use transit options, including high-capacity rail to accommodate the project's anticipated growth? What guarantee does the Plan make to hold developers accountable for providing sidewalks or improving other neighborhood infrastructure? The existing city infrastructure cannot handle the existing footprint of the current population, so I cannot fathom how the proposed project will improve the future livability or environmental sustainability of this neighborhood Given our poor existing infrastructure, up-zoning residential properties from R7 to RM1 and RM2 zoning for nearby residential properties will translate into a significantly lower quality of life for my neighborhood in the near and future term, especially for renters, elderly, and other low income residents. The haphazard development of large scale, multi-unit dwellings amidst existing single-family dwellings like my own will further fragment a cohesive and tight knit community that exists here now. We are certainly welcoming of new neighbors from diverse socio-cultural backgrounds and realize our neighborhood would be far richer for it. But I do not understand the justification for upzoning and potentially uprooting the existing tight-knit community of neighbors on SW Alice Street and adjacent streets once redevelopment at this out-of-scale level commences. Finally, I am an ardent supporter of affordable housing both personally, as an engaged citizen, and professionally as an academic sociologist that specializes in community development. However, the proposed plan provides no guarantees that the upzoning and 5-story multi-units allotted for my property and adjacent properties will actually translate into neighborhood affordability. In fact, at a recent neighborhood forum, city staff indicated that currently only about 150 of the 5000+ housing units accounted for in this plan would be "affordable", which still does not translate to adequate housing that is truly affordable to the economically diverse, multicultural community the plan aspires to attract. This is an aspirational plan to expand affordable housing options, but I am not convinced that upzoning is the way to achieve this end, especially as this method has failed in other areas of the

city and country. Based on research in other major metropolitan areas like Chicago, there is no correlation, and in some cases a negative correlation, between upzoning and housing affordability. A study published in January 2019 in the journal *Urban Affairs Review* analyzed the impact of new upzoning policies Chicago passed in 2013 and 2015 that allowed denser housing near transit stops. The study concluded that over a five-year timespan, upzoning didn't increase housing supply, but it did increase land values. Increased land values means that developers need to pay more to develop a parcel of land, and that the units need to command a higher market price for the development to make economic profit. Such a situation for upzoned areas in the West Portland Town Center could actually create disincentives to build additional affordable housing units, resulting in less affordable housing that we sorely need, and (again) closing the door on poor and working class people of color who continue to struggle to find truly affordable places to live. As Phase 1 of this plan is implemented, based on outcomes in other major cities like New York, Chicago, and Minneapolis, among various others, I fear that housing speculators and developers will target elderly homeowners and rental property owners to sell their property, putting even more upward pressure on housing costs in already inaccessible housing market. And I am not convinced that the meager incentives to developers in the current plan will overcome their resistance to build units below market rate, especially given the significant infrastructure costs that would need to be internalized by these developments to bring existing infrastructure up to sustainability standards elsewhere in the city. For these three key reasons, I encourage City Council to dig more deeply into this plan and to ask more critical questions of the Bureau of Planning and Sustainability to answer these lingering questions. I also recommend that City Council propose that the BPS open up a new round of public outreach to meet with neighbors directly affected by these changes.

Testimony is presented without formatting.

**City Council Meeting - Wednesday October 12, 2022 2:00 p.m.**

<b>Agenda No.</b>	<b>First Name</b>	<b>Last Name</b>
856-01	Chris	Chiacchierini
856-02	Amanda	Rain
856-04	Kim	McCarty
856-05	Elizabeth	Sibley
856-06	Terri	Preeg Riggsby
856-07	Amanda	Fritz
856-08	Hayli	Hay