

**West Portland Town Center Plan –
Engagement Summary
February 2021**

APPENDIX A – Online Survey Results

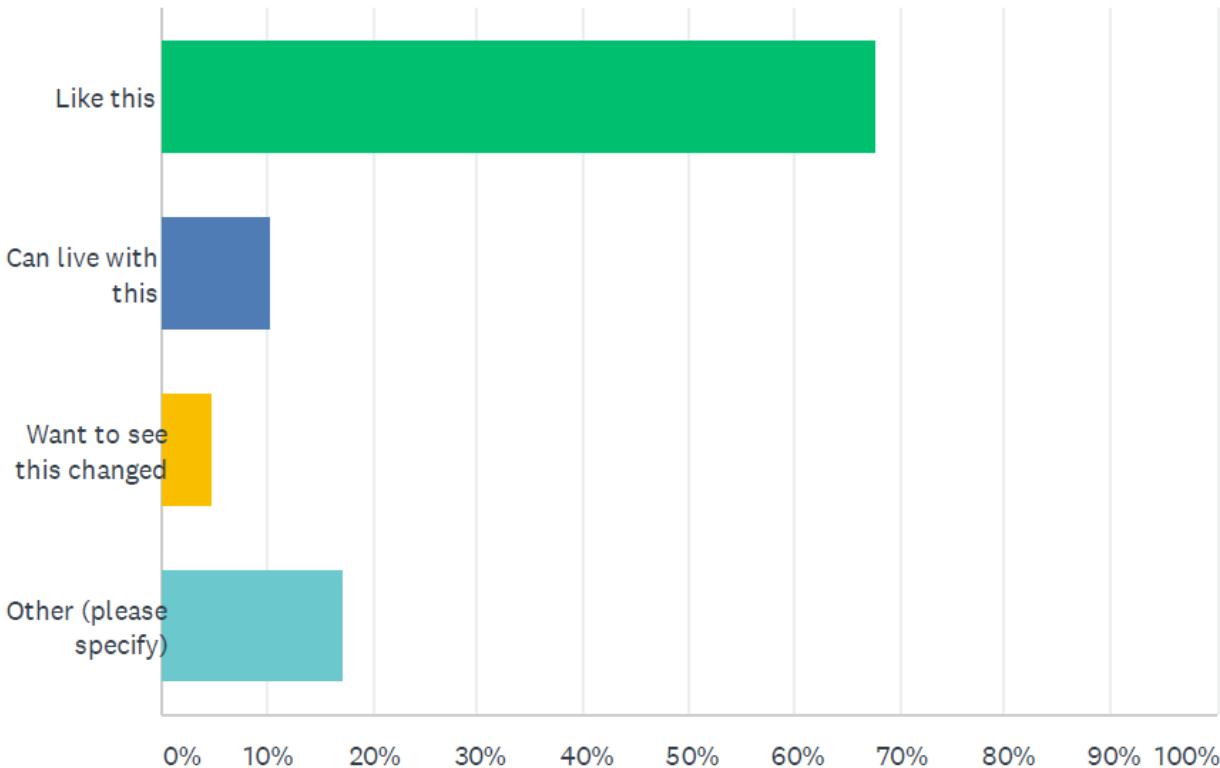
Question 1 - Safe, comfortable, and accessible ways to get around

Goal: Fund and build a multi-modal and multi-ability circulation system – considering pedestrians, cyclists, cars, and transit – across the town center that is safe, comfortable, accessible, and meets the community's daily needs.

Big idea: Plan for a new “green ring,” a multi-modal circulation network combining elements of Neighborhood Greenways, off-street paths, pedestrian bridges, and sidewalks that connect destinations and green spaces throughout the center.

Tell us what you think. I ...

Answered: 186 Skipped: 4



ANSWER CHOICES	RESPONSES
Like this	67.74%
Can live with this	10.22%
Want to see this changed	4.84%
Other (please specify)	17.20%

TOTAL 186

The following table provides the comments provided with selection of "other":

Don't take funds away from east Portland to do this
I realize this is a long-term planning effort, but critical portions of the necessary active transportation system remain vaguely defined with an equally cloudy implementation schedule. For example, how many more years will the city and ODOT kick the Barbur/I-5/Capitol Hwy. can down the road? The "green ring" is a nice idea, which should be implemented, but it's icing on the cake. The city needs to tackle (with ODOT and TriMet) how to link the transit center with the surrounding TC. Other than Barbur Foods, most of the other existing/future destinations will require a fairly long, noisy and bleak walk. Without seriously addressing active transportation in the center of the TC, this plan will have trouble getting off the ground (or getting people out of their cars).
This area is one of the few remaining in town without 5 over 1s and other over-built environments. I like it that way and chose to move here because of that. This plan, including the green ring, will not make up for the loss of existing habitat, tree canopy, etc. At best, it seems a concession for all the new hardscape and artificial built-environment that is commerce focused.
Some of the green ring plan is frankly unrealistic. Pedestrians and bicyclists are not going to walk or bike a block over, traverse hilly terrain then bike back. They will simply continue using the inadequate and dangerous shoulders on the road.
List transit before cars in the Goal.
Rethinking I5 ramps to increase safety
as long as it doesn't displace residents
Check the bus schedule for the 43 bus on Taylors Ferry road, it doesn't run after 7pm or on weekends, with service gaps of just under an hour during the day. There are no sidewalks to walk on for pedestrians. Totally misses the goal.
Pedestrian Bridges over I-5 very important. Linkage to the existing one at Barbur transit should be improved. South end feels like a hidden place. Open it up for more visibility. The whole area needs more and better (separated) sidewalks, and also safer crossings.
I do think changing from single family residential will destroy the integrity of Multnomah Village and surrounding areas. It is unfair to target this southwest neighborhood knowing it will become specifically Mult Village/Barbur Nightmare. The value of Multnomah/Capitol Hwy homes and property will decrease and the quality of the neighborhoods will change. Renters are transient and rarely participate as a tax paying property owner do. The need for low income housing has been targeted for some time. However, low income housing seems to be replaced by other plans. I have heard that this zone change plan is designed to de-segregate the south west area at the expense of the property owners. Property owners will then be faced with a higher potential for failure. Along with people who could be considered quality renters, an element of society -a crime element/gang influence can further destroy the current single family residences. There is a reason that we all lived

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here. It is not a high crime area, people are friendly , schools are good, homes and yards are well maintained. If I had wanted to live in more unstable neighborhood with high risk gang activity, I would live there. This proposed change is designed to keep the city commissioners happy, keep all the Equity and Inclusion people happy at the expense of the long time SW Portland tax payer. I find it interesting that they will attempt to coerce Caucasian home owners and tax payers into a model that is not designed to help them at all. Families may decide to move to a different suburb.

Yes to pedestrian routes! I avoid walking across Barbur Blvd to get takeout food from great nearby restaurants because it's so unsafe. And to get to a former restaurant I would have to cross Barbur Blvd twice(!) and also cross Capitol Highway at the big intersection -- just because it's even more unsafe (plus illegal) to cross the freeway on-ramp.

I really like the concept of the green ring - I would also check Like this if i could check that and add this comment!

Love the Goal, but the "Big Idea" also needs protected bike infrastructure at the crossroads intersection to insure people will want to travel through and at the town center.

A new town center will become another place where maintenance is neglected and graffiti and squalid conditions dominate, just like existing town center

This idea is great, but Barbur is too big and fast to function as a main street. If you add housing and retail, Barbur needs to be reduced to function as a street not the "stroad" it is today.

I do not support any changes east of 35th Ave or on the western curb of 35th.

Need more details

You need to focus on the basics like paved streets and sidewalks.

The roads as is are unmaintained, there is no bike lane, no sidewalks and now ADA trail

There is a great trail system already in place unfortunately, traffic conditions make it difficult and dangerous to enjoy these trails and safely get around.

Keep ring a ring like you did on Dolph St (one side rezoned other not - wonder how that decision came about) unlike what you did on Capitol. You are going to ruin, devalue and make people move that you have added outside ring to west side of Capitol HWY. Really don't want 100 year old homes being looked down from 4 story apartments not to mention the parking street (or no parking which is what residents now follow for the most part) usage nightmare, eye sore.

Why no "No" option? This survey is designed to channel opinions, not express real sentiments. Surveys like this are dishonest.

Why no "No" option? This survey is designed to channel opinions, not express real sentiments. Surveys like this are dishonest.

This statement is drafted in agency/bureau centric words of "non speak" what happens to our beloved World Market and existing businesses? Are they preserved or blown out? Not a word in "goal" to articulate community in terms that are human - or localized and scale out of what IS working, WE LOVE WORLD MARKET!! What happens there??? How do these big ideas honor the life living there and contributing for decades, including homes, people, shoppers, commuters, walkers, runners, etc.

I like this goal and support it BUT the first word I see is "FUND" and I see no funding planned or guaranteed with the increased density planned for WPTC. Please add the funding to the WPTC Plan so this can be a successful. Otherwise, you are planning for a future ghetto!

The big idea is interesting but requires significant city expenditure, which seems problematic when many basic city infrastructure requirements pointed out in the report are inadequate, such as existing streets and sidewalks. All these little connectivity improvements should take priority.

I don't see you ever being able to do anything nice like this until you (or more likely *ODOT*) addresses the I-5 access issue. Because there is exactly ONE I-5 onramp between downtown Portland and Tigard, and it's at SW Capitol Hwy, there is tremendous pressure from thousands of cars, all descending on the crossroads. Thousands of cars go streaming up Barbur every hour and down and up Capitol Hwy, like minnows in a creek, all trying to reach that ONE on-ramp and head south on I-5. Until you address that problem, any Crossroads plan is doomed to fail b/c the area will continue to be besieged by car and truck traffic. Knock down some buildings (or get creative) and create another on-ramp or two between downtown and Tigard, to relieve some of that traffic pressure.

NO - ABSOLUTELY NOT.

I generally support this goal and idea. However, I am not sure how this can be accomplished without the planned light-rail route at the center of this project, which now seems to be in jeopardy given the lack of funding. Without a robust investment in public transit and ped/ bike connectivity **THROUGHOUT** the surrounding corridor/ SW region, this Town Center risks becoming a disconnected and disjointed island unto itself.

Support pedestrian bridges over I-5, but not the Brugger extension. Upgrade Taylors Ferry instead.

Need bus rapid transit on Barbur. Not light rail (want references to light rail removed from the plan). The City of Portland MUST HOLD DEVELOPERS RESPONSIBLE FOR CONSTRUCTING SIDEWALKS ON PROJECTS. It is absolutely unconscionable that BDS continues to FAIL in this regard - shame. This is always why I don't support this plan in its current version - because the City is entirely untrustworthy in this regard, and have decades of failure to support this assertion. The City is more interested in glamor projects (like the "green ring") rather than bare bones, human-centric improvements like sidewalks. The City will spend thousands of update the already onerous 2016 stormwater manual to make it even more difficult and expensive to build sidewalks - totally backward.

insufficient infrastructure improvements; insufficient attention to pedestrian safety;

Aggregated results as reported in the engagement summary report. These results reflect the incorporation of "other" comments into one of the three preference categories based on content of comments. Any comment noting "need more information" was not included in total.

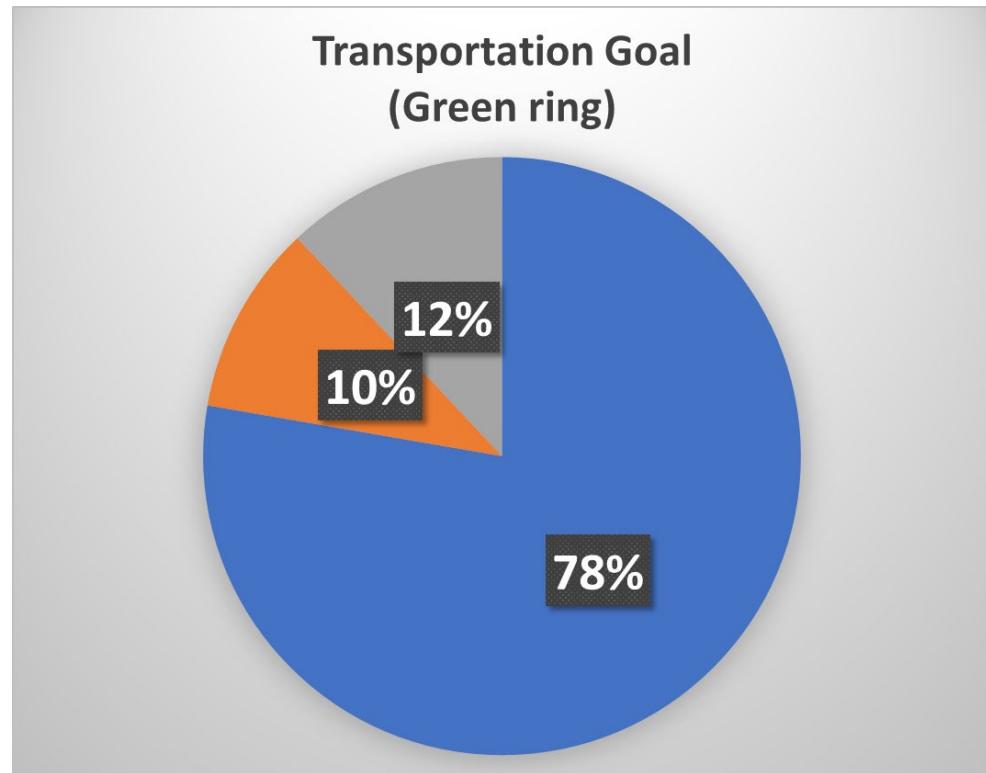
Question 1 - Transportation Goal - Green Ring

KEY

Blue: Like this

Orange: Can live with

Grey: Want to see
changed



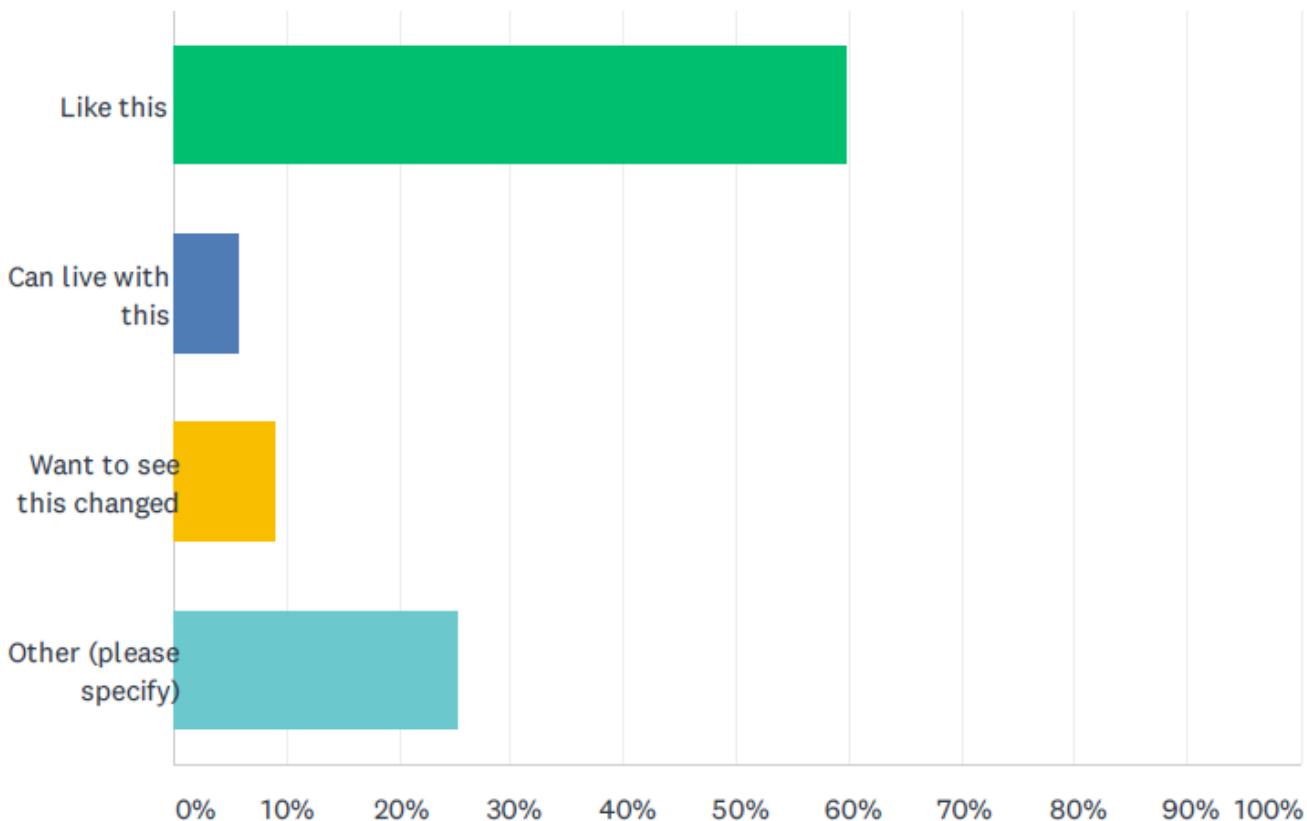
Question 2 - More housing choices

Goal: Increase new housing choices, tools, and programs for all household types and incomes throughout the Town Center.

Big idea: Create a shared growth plan to provide more multi dwelling housing in the area over time, including affordable units. The densest development would be near commercial areas, corridors, and transit lines; other areas of existing single-dwelling homes would transition to lower scale multi-dwelling buildings.

Tell us what you think. I ...

Answered: 189 Skipped: 1



ANSWER CHOICES	RESPONSES	
Like this	59.79%	113
Can live with this	5.82%	11
Want to see this changed	8.99%	17
Other (please specify)	25.40%	48
TOTAL		189

The following table provides the comments provided with selection of “other”:

Will you be open spaces for homeless tents camps that you currently ONLY PLACE ON THE EAST SIDE OF THE RIVER? Time to fairly distribute camps to minimize your current intentional destruction of the East Side
Like the concept in general, but am slightly alarmed by the notion of SDHs transitioning to MDBs. Need more details on that aspect.
Keep it like it is
I like the big idea, however with Climate Change upon us I hope you will look at Amsterdam Donut Theory and review your goal with this in mind. We need "Cradle to Grave" thinking especially with a project of this size.
We need apartments all around the neighborhood not just on major streets
This is important for fair housing
City Council should do this everywhere
While this makes sense on Barber, it does not make sense to put multi dwelling buildings in residential areas with small single family houses with minimal or nonexistent roadways and storm water management like Taylor's Ferry road.
Appropriately-located abundant housing shouldn't be sacrificed just because there are existing single-dwelling homes nearby. The transition to lower-scale multi-dwelling buildings should be based on distance transit/commercial areas/corridors, not on proximity to existing single-dwelling homes.
Please coordinate with the protection zoning that is under discussion for the lots that are backing up to the city-owned greenspace on SW Marigold (between SW 30 and SW 35th). These lots need to be buildable with higher density housing (e.g. townhouses) for the plan to work.
Very important to consider parking
Please don't displace residents
We don't want high rise buildings to replace single homes.
I like this AND it is critical to protect existing affordable housing and include regulations that new multi-dwelling units have dedicated low-income or affordable units.
I need housing for low income Portlanders to be available. When you talk about making our city denser, experience shows you're talking about building overpriced apartments for middle class and wealthy outsiders moving here. That's the literal opposite of everything we need.

SW must take its fair share of housing. Don't let the NIMBYs stop this again like the SW DISTRICT PLAN!?

This addresses our long history of exclusion

Identify school expansion needs and green space as population density increases

The plan is well thought out, except the use of RM1d, which is not a dense enough zone to even encourage builders to take advantage of it. Except in the Housing Preservation areas, the zone change should be from R7 to RM2 at least, especially within 1000' of the Barbur Transit Center. The CM2 around the transit center in the heart of the Town Center should be CM3, without any "residential restrictions". There will be a market for housing there, and the city should encourage it. I fully support upzoning all of the R-7 within the Town Center area, to at least RM1. RM1 has a 35' max height, only 5' higher than R7, and the FAR of RM1 is only 1:1, which is lower than allowed FAR (with sixplex option) in the R7 under the RIP rules, which allows 1.2:1. I don't support adding the "d" overlay, though, either in the multifamily or in Commercial areas.. With the changes in zone requirements through Mixed Use zones project and Better Housing by Design, the "d" overlay only adds costs and time to building projects. Yes, even with the "Standards" route, which will get more complicated when DOZA is adopted. Leave the "d" off, even if only in the RM1 and RM2 areas. It's an impediment, not a feature.

I do think changing from single family residential will destroy the integrity of Multnomah Village and surrounding areas. It is unfair to target this southwest neighborhood knowing it will become specifically Mult Village/Barbur Nightmare. The value of Multnomah/Capitol Hwy homes and property will decrease and the quality of the neighborhoods will change. Renters are transient and rarely participate as a tax paying property owner do. The need for low income housing has been targeted for some time. I have heard that this plan is designed to segregate the south west area at the expense of the property owners. Property owners will then be faced with a higher potential for failure. Along with people who could be considered quality renters, an element of society -a crime element/gang influence can further destroy the current single family residences. 1. If the decision to change from single family residential to be changed to "multi cultural hub", it should not just be Multnomah/Barbur. The entire city should then be built up. Change every neighborhood! 2. Building rental properties without parking does not encourage people not to have a car but what it does is park their cars on the already over crowded side streets.

Keep home ownership affordable to those of us who already have our life's income invested in the house where we will live for the rest of our lives! Our property tax needs to remain affordable in our old age. So emphasize the "over time" part of this issue!

love this, but people want to live on a "livable street". Add transit, bike lanes and sidewalks AND reduce personal motorized vehicle lanes.

I do not support any multi-unit dwellings or zoning labels that do not require parking spaces per X units. PARKING will take over - especially people from the outer area and suburbs parking their car while they rely on MAX for PDX. parking in and around the neighborhoods with single family house and ruining our curbs

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Need more details

You can rezone all you want and it will still be a high priced part of town.

No space, no infrastructure to support the increase in population. The roads have no storm water drainage. Our roads are pitiful

We already lack sidewalks and bike paths. Drivers ignore the posted speed limits. More concentrated housing without addressing infrastructure issues would be disastrous.

Only going to benefit the developers - Are they out of room building and want to build more? Go to Gresham or outlying areas that need development

I am against the city's attack on single family dwellings. Drop the rezoning of single family neighborhoods.

Agsin, why no "No" option? Maybe, just maybe, we'd like to be left ALONE!

Agsin, why no "No" option? Maybe, just maybe, we'd like to be left ALONE!

Do not rezone between SW Alice and Capitol Highway.

Bureau speak - quantify or qualify or just shoot for words people can relate with, that are more concrete, relate-able - communities and humans don't relate to space, one another or new initiatives in this manner/these terms or phrases.

Supportive of more housing choices, but the extent suggested in proposal is too large for such a small community. Buy-in of existing residents is essential for success.

Again I totally support this goal BUT I see issues built into this plan. If you have no guaranteed funding for infrastructure to support the density planned for WPTC, this whole area becomes uninhabitable whether for single or multi dwelling units. I see upzoning to support multi dwelling units and no support for other dwelling choices. There are many affordable single dwelling homes in this area and these are not being preserved or made available as an affordable housing option. The only affordable housing will be multi dwelling units and yet many low income folks aspire to live in single dwelling homes. Density should not be the only solution for affordable housing.

The transition of the surrounding areas from single dwelling to smaller scale multi-dwelling does not necessarily provide affordable housing. This change is also dependent on the city providing the infrastructure streets/sidewalks/sewer/storm to accommodate the development. I don't see that commitment here.

Eliminate "large" zoning north of Barbur Blvd across from Barbur Transit Area. The terrain and bonuses will create humongous tall buildings way out of character for SW Portland

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and Tigard/Washington County and destroy everyone's viewshed.

I live in this area, in a pleasant single-family home on a large lot. I foresee a day when this type of comfortable suburban living will be usurped by Manhattan-style development, but I'm not interested in that and will be long gone by then. Planning for this type of development is for the urbanites who will live here in 20-30 years, not the people living here now.

LOVE this, but it's essential that residents have easy access to robust support services.

NO - ABSOLUTELY NOT.

Homeownership needs to be called out in particular. Renting is not the only solution.

I agree with the goal, but am not convinced this plan is the way to accomplish this. Right now, the residential communities surrounding the project contain a healthy mix of multi-housing and single family homes and operates on a scale that is livable. While seeking to prevent displacement of one segment of the population, the proposal to overlay RM1 and RM2 into the current R7 zoning area would effectively displace those who have chosen to raise their families and invest in these neighborhoods due to their lower density. I agree that the commercial and dense residential areas along Barbur should remain the targets for increased density, but the interior neighborhoods between SW Dolph and Alice Streets and between Capital Highway/Barbur would be unrecognizable with such a drastic and immediate upzoning that calls for multi-story units. If the plan goes through as written, I would feel more comfortable with a phased approach that blends and transitions the affected neighborhood to denser development around the edges, but not right through the heart of a vibrant, functional neighborhood.

I don't like the heights allowed with the zoning changes. Much of it is to large and out of scale for the area.

I am concerned that building too many tall (read: taller than 3 story) buildings will change the character of the neighborhood. I live in a residential area for the character it has today. Adding 4-6 stories buildings will change sight-lines for all but the few living on top of the rest of us.

Not in favor of this.

Far too much density too far into neighborhoods. No supporting infrastructure Clear favoritism to what are basically rundown apartments that are offered protection from redevelopment. Performative allyship rather than legitimate solutions. Let the market decide. Hold developers to improvements is the most important thing for the City to do but you don't have the guts to do it. Build public housing.

WE need economically integrated multi-family housing development, so that people of different classes and races can intermingle culturally and economically.

please don't destroy current single family home neighborhoods. Your multi-family construction plan will take out many of our beloved and life-giving and enhancing trees.

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Question 2 - Increase housing choices - New Multi dwelling areas

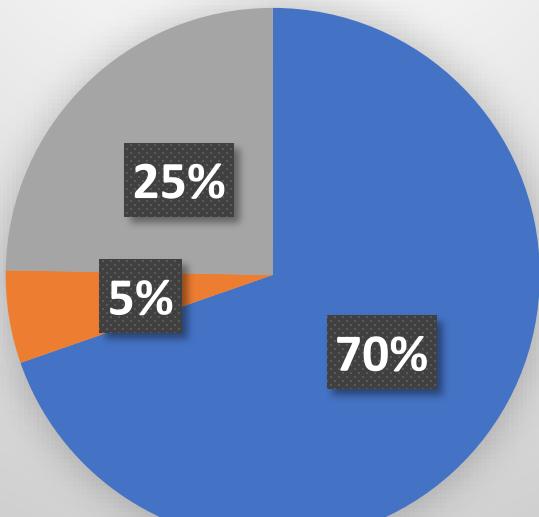
KEY

Blue: Like this

Orange: Can live
with

Grey: Want to see
changed

Increasing housing choices Goal- (New multi dwelling areas)



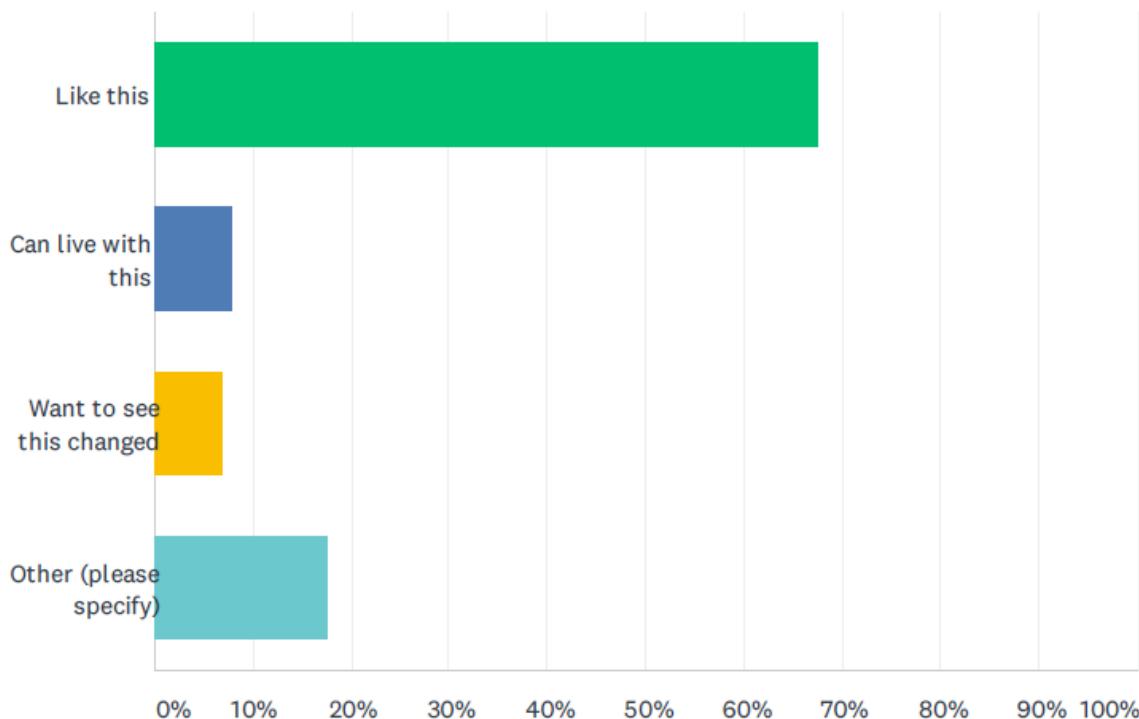
Question 3 - Multicultural hub

Goal: Create opportunities for community and cultural spaces to thrive.

Big idea: Develop a multicultural hub located in and around the Barbur Transit Center (BTC). This hub would include market rate and affordable housing co-located with human services; indoor and outdoor community gathering spaces for cross-cultural events; office space for immigrant-serving organizations; and affordable space for Black, Indigenous, people of color, and immigrant-owned businesses. A redeveloped BTC would maintain its function as a major transit hub.

Tell us what you think. I ...

Answered: 188 Skipped: 2



ANSWER CHOICES	RESPONSES
Like this	67.55%
Can live with this	7.98%
Want to see this changed	6.91%
Other (please specify)	17.55%
TOTAL	188

The following table provides the comments provided with selection of “other”:

How do you intend to deal with the racism and current redlining by residents of the west side...you know they will never accept this
This should be a top priority

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TIF funding should be used for this
No light rail without the multicultural center
I like the idea, but as noted above, there needs to be robust improvement for pedestrians and cyclists to support this. Also, it seems a bit contrary to the health objectives to have intense development between the Barbur/I-5 air/noise pollution sources. I suppose noise can be dealt with and over time we'll see more electric vehicles to improve the local air quality, but how and when?
Love it!!
While I am all in favor of low income housing and community services, they should be there to serve the entire population of the area not just one or two minority groups.
I am on board. Clearly a need to serve these communities with targeted action. But the language in the plan sounds as if these spaces would not be open to other people (I am sure this is not the intention). I suggest to work on how a flagship community space (e.g. the library) can be used for all community groups and how to actually bring them together. Keeping diverse communities connected to others is an issue of economic opportunity. Simple example: A coffeeshop on SW Barbur (strip mall near SW 30th) that was run by (what I assume) Somali immigrants did not survive because the owners did not expand beyond their group. A more diverse customer base would have provided more opportunities, while preserving the meeting place for the Somali community.
sure as long as it doesn't displace residents
This is very necessary and honestly quite overdue! I like this idea very much.
I don't want high rise buildings and development in our neighborhood.
Again, I-5 and Barbur Blvd create physical and mental obstacles for the community. Residents without cars are currently reluctant to walk, or ride bikes due to safety concerns. What you'll end up with are clusters of ethnic groups living in isolation rather than a blended community.
Can ODOT donate this land to get this great idea going soon?
These seems too conceptual -operationally, how does this work?
Make sure the housing component is robust. Rezone this area to CM3 instead of CM2, to allow larger buildings, and more housing units within easy access of the services the multicultural hub will contain.
Multi-cultural is great provided that the businesses offer foods, goods, and services that are of interest to those of us who live here! If instead you offer things that attract people from outside the area then you are just creating yet another shopping "mall."

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Absolutely need inclusive neighborhoods, but Portland does not know how to have nice things.

Once again focus on the basics.

We already have these in our diverse, multi-cultural neighborhood. We moved here because it was affordable and diverse.

Human services? Who are you servicing? Just going to attract MORE camping. People live where they like to live. Trying to make it less white? Do something about WestHills and NE close in PDX... "SW Portland" is in the hills there...

The city essentially sponsored gentrification of north Portland now you're worried about people of color? Why shouldn't this be part of the north Portland plan where these communities have deep roots? You're forcing people out of their communities just like how they ended up concentrated in north Portland decades ago. Just as racist as the first time only better cloaked under the auspice of inclusion. Whatever makes you and the developers feel better.

AGAIN, no "No" option! And exactly WHAT is meant by "multiculturalism", & WHEN/WHERE has this ideological concept ever HELPED in this city? All of these "urban improvement" schemes only provide easy access for increased gang & criminal activities. Residents need to heed the warnings evidenced in the rest of this city!!!

AGAIN, no "No" option! And exactly WHAT is meant by "multiculturalism", & WHEN/WHERE has this ideological concept ever HELPED in this city? All of these "urban improvement" schemes only provide easy access for increased gang & criminal activities. Residents need to heed the warnings evidenced in the rest of this city!!!

Good Lord, seriously? Come on guys, is this a Kaiser promo? There already IS a multicultural hub (its called world market, has been there since the 50s ? ish) - we need places for people, all people, to feel a part of - a survey no one knows about to determine the fate of a multi-million or billion dollar undertaking is insufficient, this should go to each household and renter across the neighborhoods that share a neighboring zipcode, that live in, go to school in (post Covid) or frequent this area, get their take on what makes sense! Vs. shoving in an equity mandate, everything current and moving forward in new builds - SHOULD reflect non exclusive principles, but it will not be sustainable if these themes reflected here forced, align the effort authentically with all of those living or growing their families in this area. It will be an octagon peg in a triangle if tilted to check boxes of administrative policy absent reality of people in our day to day.

This doesn't work without the SWLRT bond passing. It's a wonderful concept but without the parking spaces reclaimed by the Light Rail, there is no BTC. Without this hub, there is no fantastic WPTC. It is just a rezoning of a large part of SW Portland. No improvements just density. Awful plan!

This is a worthy goal, but is a programmatic and funding problem, not a regulatory/zoning issue.

It's a nice idea.

NO - ABSOLUTELY NOT.

love it, but who has the resources to build and sustain it?

I wholeheartedly support this idea. We need more affordable housing, especially for BIPOC communities. But moving forward with this plan without a clear mandate for Light Rail and robust ped and bike improvements along the SW Corridor would create a poorly integrated island of diversity and affordability marooned at the edge of the city.

I think there needs to be more information and discussions on this.

Totally unnecessary - there are more than enough community spaces (Multnomah Arts Center, Islamic Center, schools, parks, etc.) already. Make it easy for the community to decide and build - not the wasteful and inefficient City.

I like this, but feel that the plans do not accommodate traffic appropriately. Yes, people will take the bus, but many already drive here from points further south and park to ride into Portland. A multicultural hub would also be a destination that could increase parking needs. Please consider creating more parking here.

Aggregated results as reported in the engagement summary report. These results reflect the incorporation of “other” comments into one of the three preference categories based on content of comments.

Question 3 - Thriving Community Goal - Multi-Cultural Hub

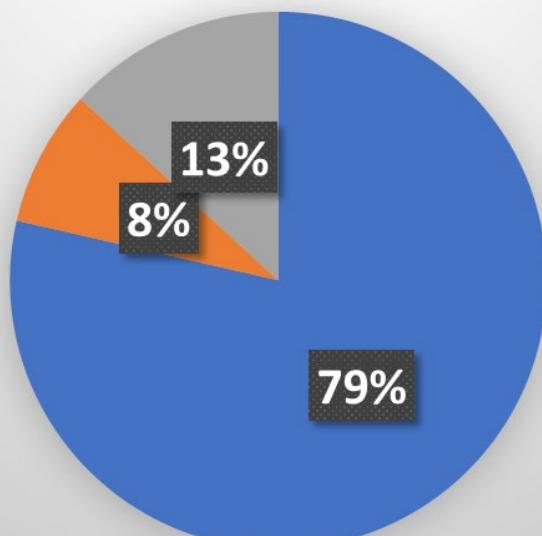
KEY

Blue: Like this

Orange: Can live with

Grey: Want to see changed

**Thriving Community Goal -
Multi-Cultural Hub**



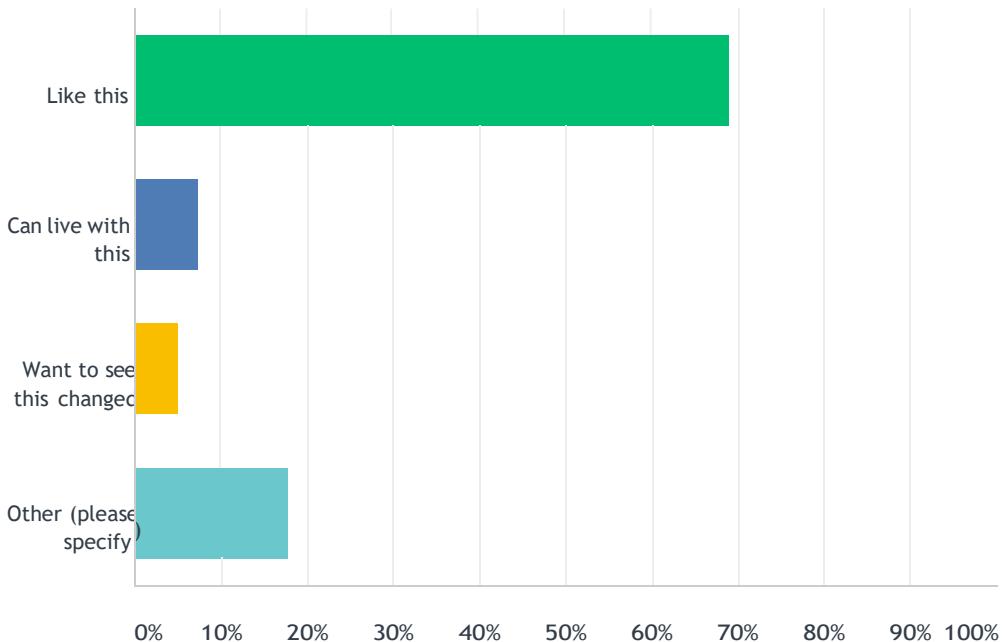
Question 4 - Address displacement

Goal: Minimize residential and cultural displacement by providing low-income households and communities of color the choice to remain in place and build wealth.

Big idea: Encourage the retention of existing apartment buildings serving low-income households. Promote their continued affordability and quality, and support nonprofits to purchase and maintain these buildings.

Tell us what you think. I ...

Answered: 188 Skipped: 2



ANSWER CHOICES	RESPONSES
Like this	69.15% 130
Can live with this	7.45% 14
Want to see this changed	5.32% 10
Other (please specify)	18.09% 34
TOTAL	188

The following table provides the comments written with selection of “other”:

What a joke...you have no history of doing this successfully
How are housing bond funds being used for this??
Why haven't city housing bond funds been used for this yet!?

Why hasn't this happened yet? The housing strategy was passed two years ago

This whole plan creates a large, new class of renters new to the area. It's disingenuous to state that it will create wealth for any. The region's PNP housing providers also have a miserable track record with capital maintenance and do the minimum for on-going, routine maintenance. This is about taxpayer subsidy for increasing the balance sheets of these PNPs, period. The plan should be to assist current renters purchase - via co-op, condo conversion, etc.

Yes low income and minority groups should be protected but also the single family homes that have been there for years. There are other high value community resources, like our community gardens that need to also be preserved. You need to be careful that you are helping all not helping some by harming others.

sure if you don't displace existing residents

A lot of communities that have lived in this area for almost 30 years are currently being displaced because of current development please address this as well as how you will be supporting people who will have to temporarily leave until more low income housing is available.

I worry that status quo for NOAH while comfortable for the residents leaves projects that are questionable in their long term sustainability.

Please don't develop this part of Portland.

The careful retention of the existing RM1 where these affordable apartments are now is a good plan. I hope this will help preserve affordability. Zoning the surrounding R-7 to a higher zone like RM2 will attract development to those areas, drawing pressure away from the existing multifamily buildings.

In my experience, they will do whatever they want.

YES, don't squeeze us homeowners out of the area. Yet also don't squeeze out great local businesses! Especially protect Barbur Foods because they sell actual food instead of the processed "stuff" that previous "grocery" stores in that location offered.

Total pipe dream - Support non-profits how? with financial support?

Most of the mentioned apartments in this area are effectively slums. Maybe a program that gets lower income people into the new developments would be better for the people, particularly if any of the programs came with a potential ownership. Allowing the slums to stay doesn't build the wealth of the tenant, but the landlord.

Our neighborhood not equipped for additional housing, the roads are not even paved, no storm water drain, no sidewalks. It's unsafe for the current residents without adding more residents

What about the residents who have lived here for decades? I feel that our needs are not being addressed and that we are being told to move on as we are constantly having to fight for our

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property against developers.

Sure; Just don't build any more of them

NO "NO" Option, AGAIN???

NO "NO" Option, AGAIN???

The existing apartment buildings, at least from the outside, do not appear to be well kept up. Would like to see a way to improve current housing via remodel, paint, etc.

What non profits? There are no NGO hubs currently in this area. Where's the backgrounder for folks to look at in how ya'all have sized up the planning, to inform folks prior to all of us talking off the tops of our heads. WHAT IS THE DATA? in hand guiding this goals and big ideas?? This survey is ridiculous - with much respect, appreciate the fact there is a token effort to ask folks what they think. But there is no responsibility here, on your end, to educate the respondent with how in the world you've arrived at this set of goals/ideas. Forgive me if I missed that part.

Remaining in place and building wealth can be done with or without WPTC. There is no reason to preserve existing apartments in WPP that are substandard, poor quality and not maintained. The city should not encourage the slum like living conditions by preserving these structures.

I'm not sure that removing the redevelopment potential of 1970s era apartments through regulation is a way to address displacement. Once again, funding programs, education and encouraging creative ownership such as co-ops would do more than putting lowered FAR limits on select properties.

Again this is a nice idea, but how does it fit with the current model of development, which is the Developers' Profit Maximization Model? Development is driven by what makes the most profit for developers and their shareholders, not by what the community actually needs.

NO - ABSOLUTELY NOT.

One very important way to address displacement is through investments in workforce development for residents currently in the area. Wage improvement over time can exceed rent increases if we start early enough as a strategy.

Support this and want to see specifics of how these anti-displacement options can be implemented before (not after) displacement occurs.

I agree with this goal. However, doing so while displacing an existing vibrant, cohesive, and economically and culturally diverse neighborhood makes little sense to me. I understand that "no one is asking people to move", but when a 3-6 story high rise apartment can be built next door or on the block in front of my house, and haphazardly throughout the neighborhood surrounding my home over the next 20-30 years, it is no longer what I signed up for when purchasing my home in this established, historic neighborhood.

On the face of it, I'm okay with this, but! I very much do not want to see these buildings rezoned

to be turned into tall buildings!

In selections of the nonprofits to purchase and maintain the buildings, please select 501 c (4) organizations, which are committed to serving communities of color. My past 3 year of volunteer experiences with 501 c (3) organizations allowed me to witness issues of conflict of interest where organizational interests were prioritized over the best interests of the communities they claim to represent or serve. This abuse of power in 501 c (3) organizations should not be confused with self representation of BIPOC residents in the SW Corridor in participatory decision making concerning us.

What is the exact plan for this??

Build public housing. It's that simple.

Super important! I would love for the City to concentrate on this, since many of my friends have already been pushed out by lack of affordability...

Aggregated results as reported in the engagement summary report. These results reflect the incorporation of "other" comments into one of the three preference categories based on content of comments.

Question 4 – Anti-displacement Goal – Preservation of existing apartments

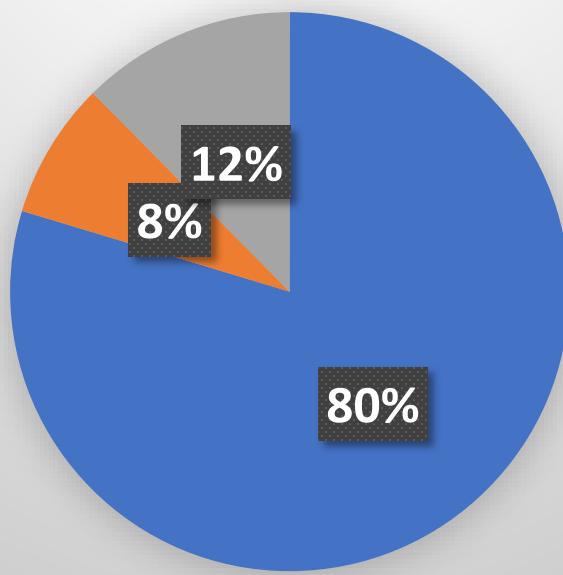
KEY

Blue: Like this

Orange: Can live with

Grey: Want to see changed

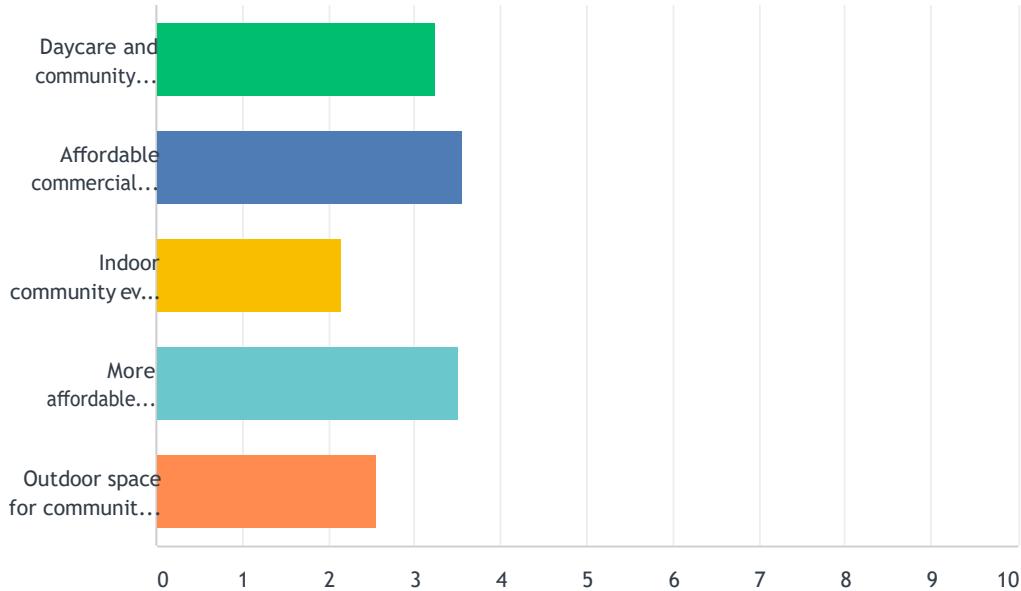
Anti-Displacement Goal (apartment building preservation)



West Portland Town Center Questionnaire

Question 5 - The plan prioritizes public benefits in future privately developed mixed-use buildings, starting with the mandatory provision of a minimum amount of affordable housing and improved infrastructure. How would you prioritize additional public benefits? (rank in order of importance to you):

Answered: 182 Skipped: 8

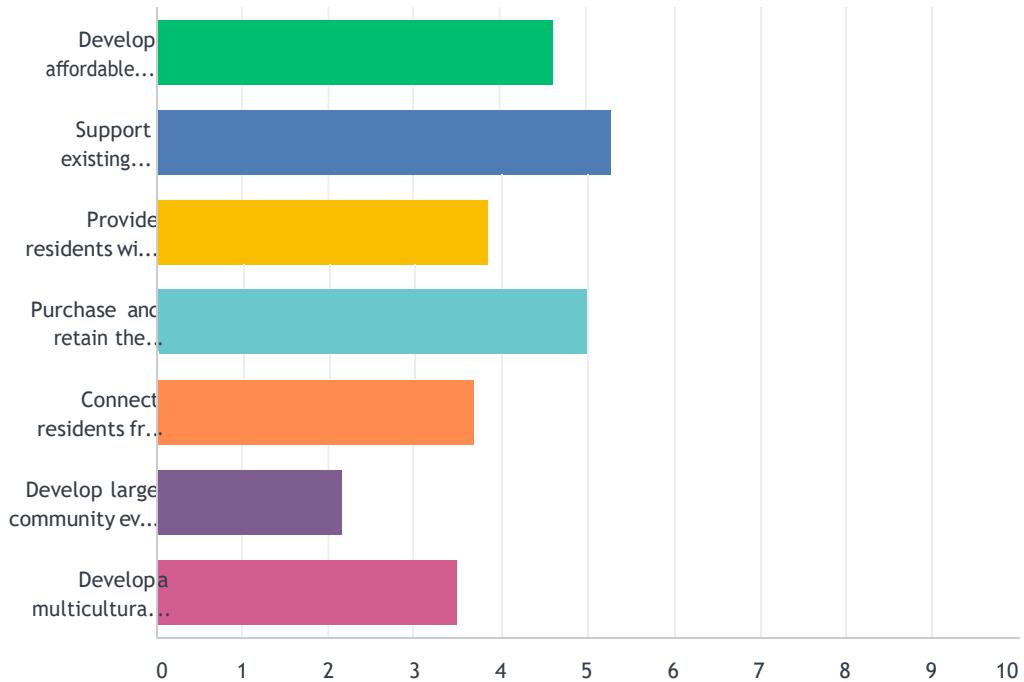


	SCORE	1	2	3	4	5	TOTAL
Daycare and community services	3.25	16.20% 29	30.73% 55	27.93% 50	12.29% 22	12.85% 23	179
Affordable commercial space to support small, local businesses	3.56	29.83% 54	26.52% 48	22.65% 41	12.15% 22	8.84% 16	181
Indoor community event space and meeting rooms	2.15	2.23% 4	6.70% 12	23.46% 42	39.11% 70	28.49% 51	179
More affordable housing than currently required	3.51	38.55% 69	21.79% 39	9.50% 17	12.85% 23	17.32% 31	179
Outdoor space for community events and gathering	2.56	14.36% 26	14.36% 26	16.02% 29	23.20% 42	32.04% 58	181

West Portland Town Center Questionnaire

Question 6 - Funding for community and economic development projects is currently limited in SW Portland. However, if new funding for community and economic development were secured, how would you prioritize its use? (rank in order of importance to you):

Answered: 178 Skipped: 12

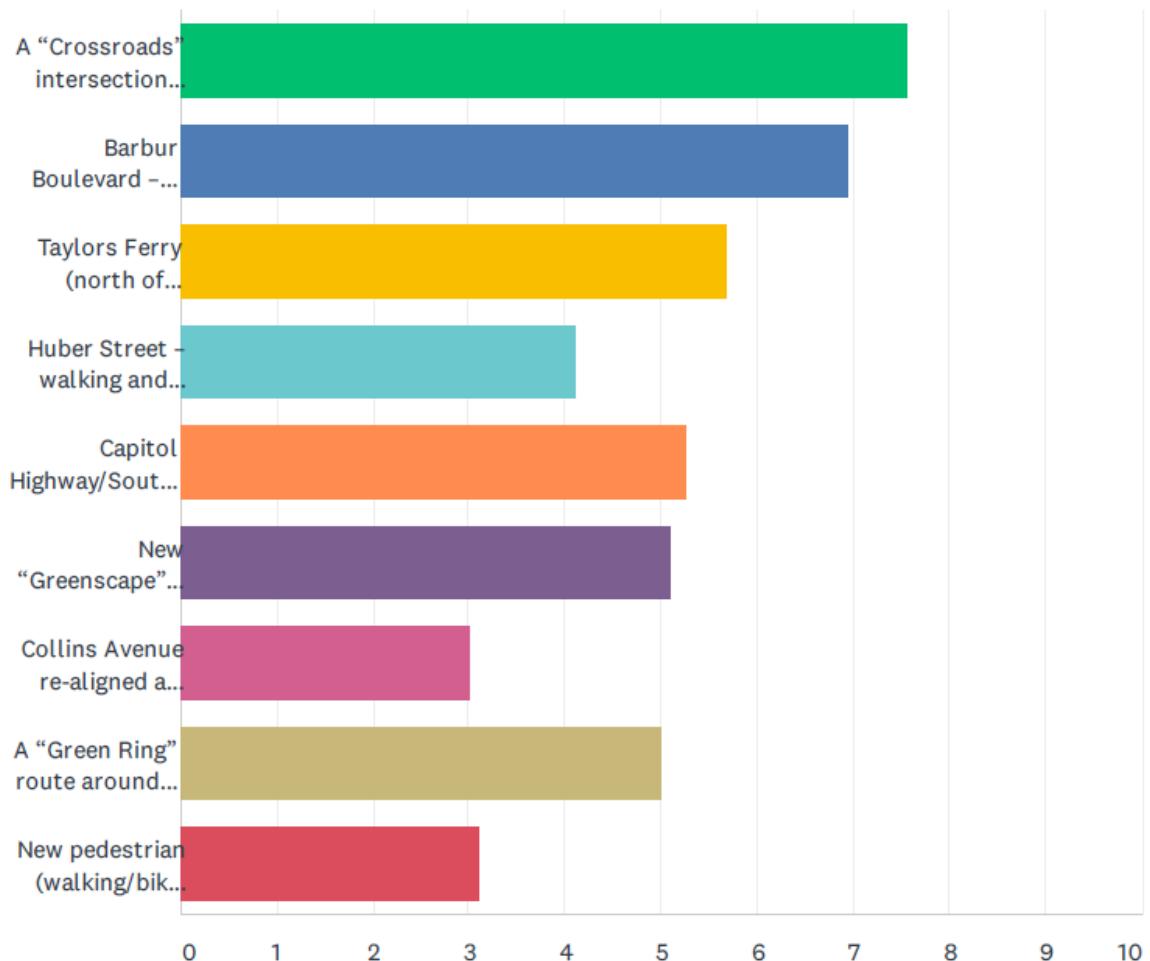


West Portland Town Center Questionnaire

	Score	1	2	3	4	5	6	7	Total # responses
Develop affordable commercial space to support BIPOC entrepreneurs.	4.63	10.34%	27.01%	18.97%	17.24%	13.79%	10.34%	2.30%	
		18	47	33	30	24	18	4	174
Support existing business owners of color, immigrants, women founders, and other under-represented minorities along the SW Corridor.	5.30	26.74%	23.26%	20.93%	18.60%	5.81%	2.33%	2.33%	
		46	40	36	32	10	4	4	172
Provide residents with financial literacy skills and wealth-building investment opportunities.	3.86	8.14%	11.63%	17.44%	18.02%	21.51%	12.21%	11.05%	
		14	20	30	31	37	21	19	172
Purchase and retain the affordability of existing apartment buildings serving low-income households.	5.01	39.08%	11.49%	14.94%	8.05%	8.62%	8.05%	9.77%	
		68	20	26	14	15	14	17	174
Connect residents from the town center's BIPOC and immigrant communities to workforce training programs and opportunities, with a focus on youth employment.	3.71	5.26%	12.28%	11.70%	20.47%	24.56%	20.47%	5.26%	
		9	21	20	35	42	35	9	171
Develop large community event spaces.	2.17	1.17%	4.09%	2.92%	7.02%	14.04%	28.65%	42.11%	
		2	7	5	12	24	49	72	171
Develop a multicultural marketplace similar to the Mercado on SE Foster Avenue.	3.52	11.49%	12.07%	13.22%	10.92%	10.34%	16.09%	25.86%	
		20	21	23	19	18	28	45	174

Question 7- Funding for transportation improvements is limited. Please help government agencies prioritize their spending. Which of these transportation projects are most important? (rank in order of importance to you):

Answered: 173 Skipped: 17

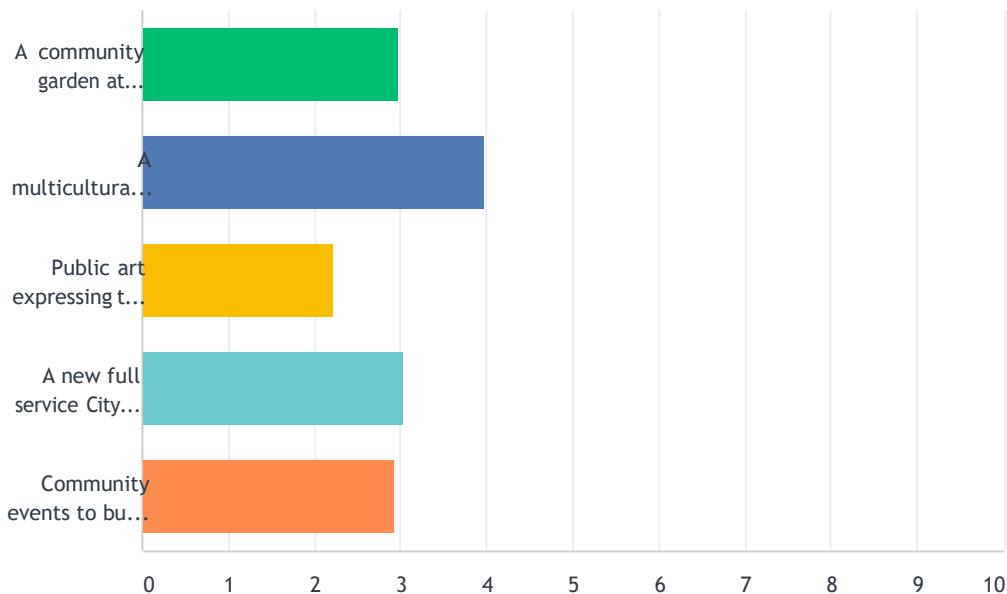


West Portland Town Center Questionnaire

	SCORE	1	2	3	4	5	6	7	8	9	Total # responses
"Crossroads" intersection plan with solutions for walking and biking safely		46.06%	23.03 %	8.48%	5.45%	7.88%	3.03%	3.03%	2.42%	0.61%	
	7.57	76	38	14	9	13	5	5	4	1	165
		128 selected in top 3									
Barbur Boulevard – walking and bike improvements		15.15%	31.52 %	23.03 %	13.33 %	6.67%	5.45%	0.61%	3.03%	1.21%	
	6.94	25	52	38	22	11	9	1	5	2	165
		115 selected in top 3									
Taylors Ferry (north of Barbur) – walking and biking improvements		5.63%	13.13 %	20.00%	19.38 %	13.13 %	13.13 %	10.63 %	1.88%	3.13%	
	5.69	9	21	32	31	21	21	17	3	5	160
		62 selected in top 3									
Huber Street – walking and biking improvements		1.91%	2.55%	6.37%	14.65 %	15.29 %	18.47 %	17.83 %	15.92 %	7.01%	
	4.13	3	4	10	23	24	29	28	25	11	157
		17 selected in top 3									
Capitol Highway/ South – walking and biking improvements		8.02%	7.41%	10.49%	19.14%	17.28 %	18.52 %	11.11 %	6.79%	1.23%	
	5.28	13	12	17	31	28	30	18	11	2	162
		42 selected in top 3									
New "Greenscape" standards to bring more trees and pedestrian-friendly features to key areas of the town center's high-traffic commercial streets		11.45%	9.64%	13.25%	8.43%	10.84 %	19.28 %	10.24 %	8.43%	8.43%	
	5.11	19	16	22	14	18	32	17	14	14	166
		57 selected in top 3									
Collins Avenue re-aligned and built as a commercial main street		0.63%	2.52%	3.77%	4.40%	9.43%	8.18%	22.01 %	27.67 %	21.38 %	
	3.01	1	4	6	7	15	13	35	44	34	159
		11 selected in top 3									
A "Green Ring" route around the town center offering a safe & comfortable way to access schools, parks, shopping and transit		14.88%	13.10 %	9.52%	9.52%	8.33%	5.36%	10.71 %	14.88 %	13.69 %	
	5.01	25	22	16	16	14	9	18	25	23	168
		63 selected in top 3									
New ped (walk/bike) bridge across I-5 at Luradel		1.23%	1.85%	9.88%	6.79%	9.26%	7.41%	11.11%	14.81%	37.65%	
	3	2	3	16	11	15	12	18	24	61	162
		21 selected in top 3									

Question 8 - Which of these ideas are most important to you for building and maintaining community cohesion? (rank in order of importance to you):

Answered: 175 Skipped: 15



	1	2	3	4	5	Total # responses	Total score
A community garden at Jackson Middle School	13.69% 23	25.00% 42	25.00% 42	17.86% 30	18.45% 31	168	2.98
A multicultural hub with gathering space (indoor and outdoor) for cross-cultural community events	45.88% 78	21.76% 37	19.41% 33	9.41% 16	3.53% 6	170	3.97
Public art expressing the multicultural identity of the area	4.88% 8	9.15% 15	19.51% 32	35.98% 59	30.49% 50	164	2.22
A new full service City park	23.21% 39	19.64% 33	16.67% 28	17.86% 30	22.62% 38	168	3.03
Community events to build relationships, bringing together neighborhood associations and organizations led by or working with the town center's immigrant communities	15.57% 26	25.15% 42	18.56% 31	17.37% 29	23.35% 39	167	2.92

Question 9 - Are there special landmarks or places (such as social centers, artwork, buildings or open spaces) in the community that should be recognized or referenced by future development?

Answered: 69 Skipped: 121

The following table provides the responses entered:

All the green open spaces.
It would be good to recognize the forests that have given us so much over the centuries.
On Barbur just between Huber and Luradel are two sculptures. One appears to be someone breaking his chains. The other appears to be a frontiersman with a gun. Can those be evaluated for relevance, due to their close proximity? The first thing that came to my mind is 'freedom' and 'someone out to catch him', although this was certainly not the intent.
The Marquam school — library — holly farm park area should be fully connected. Right now it is disconnected by an apartment building. That building should be replaced by a public use area (multicultural center, park, etc) BUT the affordable housing list by elimination of the apartments must be replaced and be within walking distance of the school.
W. Portland is a biking/ped hazard and cultural wasteland. I avoid the area.
Mosques
Muslim cultures
The mosque
Not a Crossroads resident - no real opinion.
libraries, schools, school-associated open spaces
Transit Center could be linked. To other trails, both with signage and more greenery.
Both the Barbur World Foods and Master Wrench with its message boards create an identity for this area. They also provide vital services so they should be prioritized in development plans. I would love to see Markham Elementary receive PPS funding for building improvements and it could also support a community garden. Our library is special to the area; the stone marker should be preserved in developments. The library's back parking lot could be used to stage outdoor events instead of building housing. The library's land should be reserved so that the library could be expanded. There are plenty of other areas that could support multi-family housing.
I would love to reference the feel of Multnomah Village and remove the stripmall feeling at crossroads.

The community garden on Taylor's ferry road has been thriving for almost a decade and is of high value to the community, not just by the gardeners and the near by residents there but also by the local low income population who have received upwards of 10,000 pounds of the fresh organic produce that has been grown there and donate to the local food pantry.

Multnomah Village & Hillsdale wall artwork adds a sense of community and fun. Neighborhood House, esp. Stephen's Crossing new building is great. Hillsdale Library is lovely open, light, and welcoming. Spring Garden Park is excellent and widely used and feels communal, even in Covid-19 times. Any views toward Mt Hood encouraged - like from Safeway's balcony on Barbur Blvd. Maybe communal rooftop gardens.

Not really... this feels like a pretty neglected part of town

Leave everything alone

Positive Historical artwork

NA

Open space at jackson m.s.

Don't touch green spaces. I am interested in fostering multicultural art, music, etc...I don't want it to look like a concrete jungle. I want to see trees, parks, art, interesting architecture.

Masjid Assaber

New Library as community focus.

Connected green spaces shared by multiple cultures - architecture should reflect multicultural values.

Social! Youth support and gardening

No

The Barbur Fred Meyer sign :)

I think Markham school and the library are very special to that area

barbur world foods

culturally sensitive daycare centers for immigrant and refugee for working family members. More culturally safe social center.

Unsure

Mosques are important and historic

Add to the Capitol Hill Library a performance room for concerts and dances, public events and meeting rooms.

The mosques, and the stretch of Luradel St. that has such a concentration of immigrant population.

It is past time to fix the entrance to I-5 south. Access is horrible and there must be a better way. That should be a priority and all the rest will fall into place.

I can't think of any architecture worth saving other than the Barbur Foods building (although a newer building for that business would be fine if it doesn't cost that business any money other than a reasonable small increase in rent).

The schools, the mosque, the library,

The greenery/nature of the area (e.g. Woods Nature Area).

SW trails need to be preserved. Generally, tall trees and lots of green make this area special.

The Lloyd District has elements of along the Blue and Red Line routes between Rose Quarter and Lloyd Center Mall that should serve as reference. People stop for food or wait for transit while nearby office workers take breaks and have meetings in the nearby public spaces. Weekdays are filled with active moments intending to stop there or just passing through, which highlight the area.

I think the open space of Jackson Middle school should be preserved.

Community garden

Yes, single home neighborhoods...

Leave it alone! Quit messing things up!

Leave it alone! Quit messing things up!

Multnomah Arts Center

The community garden at the United Methodist Church on SW Taylors Ferry should be kept.

Barbur Blvd. World Market - is a core part of our community, do not distress - disrupt or devalue its importance to us!!! Master Wrench, on the other hand, is one of the worst mechanical shops in the region, incompetence at scale. Their signs are nice, but their work endangers their customers and others on the road with cars they "service" - carwash across street has been there a long time, would be nice to preserve that...

Open spaces

Recognizing the ecology of the area--unique creeks and waterways. We have some stands of older growth doug fir, red cedar and Oregon White Oak. What landmarks and areas are important now and historically to first-nations? What things can we learn about culture and how it was shaped by the landscape?

The important aspect of much of this area is that it feels like you are out in the country. The open and greenspace is critical to a diverse population of wildlife including local and migrating birds. The Woods Memorial Natural Area needs to be preserved and the community educated about its treasures and our stewardship of the park. The development needs to have trees (large) and green spaces for people to appreciate nature. The existing businesses including Sho's and World Foods (a former Piggly Wiggly!), in particular are important landmarks owned and operated by immigrant families. I would like to see more diverse restaurants in the area and better access to the businesses on Barbur. The Multnomah Arts Center and the character of Multnomah Village should be maintained as there is a lot of history there that makes it part of the culture of the area. I would also like to see music venues since we lost O'Connor's.

SW Parks are amazing and heavily used by everyone. The SW Trails are valuable resource as the roads are so dangerous to walk and bike. The Multnomah Arts center is extremely valuable to all in Portland. Our Barbur World Foods is a community gathering space and so loved. We need decent accessible grocery stores that aren't few and far between big box stores only accessible by car. Safer roads or more paths for people to get around safely to give us options to live our lives without always having to jump in the car.

The P7 mileage marker in front of the Capitol Hill Library. Barbur World Foods. Historic 100 year old homes and 1930s restaurants and motels.

The street yards of West Portland United Methodist Church reflect what's best about the outer residential area of West Portland. Know that not every improved street has to have curbs and gobs of concrete to manage stormwater and have safe walking routes. Allow for more meandering and tapering of new sidewalks among mature trees and for wider planter strips to maintain bucolic character.

I love Barbur World Foods, but nothing is special about the building. My feeling is that the entire area could be leveled and re-developed from the ground up.

the multicultural hub will serve as a new landmark... the West Portland towncenter area is now just a dangerous high traffic area with no landmarks

The Capitol Hill Library does an outstanding and little recognized job of serving this community with multicultural, relevant, responsive resources and programs. These strengths should be maximized and integrated as much as possible.

Mt. Hood, Chief Multnomah, perhaps the Old Capital Highway that connected Portland and Salem, Multnomah Village, Multnomah School

I would love to see PCC have more of a presence in WPTC- how can their student diversity and youthful talent have a place within the town center.

Holly Farm Park, Library, Markham School, Barbur World Foods,
The community garden owned by the West Portland United Methodist Church at SW Taylors Ferry & 47th is a neighborhood treasure. It provides food security to by donating literal tons of fresh garden produce to Neighborhood House every year! The church plans to turn it into a high-rise. I believe that our area would be better served by keeping this neighborhood magnet in place and retaining it as the productive greenspace that it is. If the city could buy it? All the better.
I am not familiar with these landmark spaces.
Yes, the Headwaters development that daylighted an arm of Tryon Creek that had been paved over to what's now an international model for green development--creek daylighting with native plant restoration, green streets, an artistic bioswale in a pocket park, Ecoroofs, solar collectors, pervious pavement and more!
Places of worship, parks
SW Clinic
Barbur Transit center has huge potential and currently underused.
Something to recognize the story of VanPort and the affects it had on African-American communities.
The pedestrian bridge over I5 to the transit center needs better neighborhood access. Different ways to get there, trails or paths. (South side)
WPUMC Community Garden should be retained with enough land around it to maintain full, direct sunlight.

Question 10 - What features, materials or spaces should future development incorporate to foster diversity and inclusivity? Examples could include water features and fountains, murals, or plazas.

Answered: 73 Skipped: 117

The following table provides the responses entered:

Tent camps in open space to provide other neighborhoods some relief after you dumped them all on the EastSide
Murals and plazas
Lots of trees. Shade is so important. Plazas should include interactive elements like chess boards or their multicultural equivalents.

Capitol Hill Library has a 'Learning Garden' that has fallen into disuse. This would be a lovely opportunity for multicultural cooperation and volunteering.

Murals would be awesome! The ugly concrete walls on the main corridor that are routinely tagged should be filled with street art. Marquam school needs a turf soccer field like Rieke that will serve neighborhood kids and bring visitors to the area for practices and games.

Cultural art

History of social justice murals

Murals

We need streets that are safe and comfortable before we worry about amenities like this (which would be great, but 1st things 1st).

all of the above, in proximity or co-located for maximum impact

More space for people who walk and bike, less space for people who drive.

There is currently 1-2 year waiting lists for all sw community gardens managed by pp&r. With even more low income residents on the way all current community gardens should be acquired and preserved and additional built.

Communal rooftop gardens for residents of higher-rise buildings, especially if they can be offered as subsidized housing. Or rooftop parks on the new commercial buildings open to the general public and could double as event spaces. Plazas that provide areas to roll in & sit with green scaping encourage getting to know your neighbors and provide space to contemplate nature without having to plant (and maintain) your own garden. Native planting to help mitigate heavy rains. Any artwork/murals/sculptures inspired by people who currently call this neighborhood home; especially if it helps connect everyone to countries and/or cultures left behind by refugees or families seeking stability in the PNW. Woodland/parks are lovely, with more care of walkways, and easier access/signage people might feel safer to explore and own the space in the proposed Green Circle. Access to water/sand play features for kids.

Spring Garden Park (and the water feature) is a prime example for how a place draws community. A more urban park with water feature and restaurants/shops close by would be a very powerful meeting place. I think this is more important than dedicated indoor meeting space

Live everything alone

Beautiful Murals

All of the above.

Water features, fountains, murals, plazas

Murals, plazas are great. Spaces where people can gather. I'm reminded of the squares in Rome, where there is a fountain at the center, outdoor seating, coffee shops and local food, art, street musicians

plazas and murals

Green buffers for freeway are fine for visual and perhaps air quality but probably basically useless for noise management purposes due to vegetation transparency & geographic factors.

A splash pad would be appreciated.

Center voices of those BIPOC communities (local mosque, especially) for what is appealing.

Make sure it's not gentrified and there's a lot of assistance

Water features

Murals

Fountains would be great

Murals!

community gardens with some cultural aspects with regards to the crops being grown

markets

Unsure

Revamp Holly Park by adding more native plants and trees, with indigenous history signage and creative sculpture.

Outdoor music, public art, gardens and playgrounds

Where appropriate, trees native to the lands some of the residents came from (if they'll grow in our climate)

I am pretty tired of diversity and inclusivity as it deliberately ignores that primary residents of these little communities. There should be a way to include the diverse population that is being given priority without leaving the long time residents of SW Portland feeling like they are being set aside in favor of a very small population of people who are and will be given primary focus.

Plazas are great! We need places for young people to meet in person outdoors!!

Connect with the natural areas with CLT and exposed timber beams. Plazas are a must. Great opportunity to create a plaza on SW Collins that connects to Woods Nature Area.

Art is the way to go to foster appreciation for diversity. The other things seem symbolic and would get flack for diverting funds to a fountain instead of housing.

A public athletics field and park should be considered similarly to Dunniway City Park. A section specific to sports and recreation, and a section with gardens and walking trails to provide a location meet, hang out, and play with friends and family before/during/after the trip to the City center. A public space that serves as known meeting place can spur spontaneous trips to nearby stores and restaurants.

Don't force diversity on people who are already diverse

No, no no, no and NO GRAFFITI "ARTWORK"! LEAVE US ALONE!!!

No, no no, no and NO GRAFFITI "ARTWORK"! LEAVE US ALONE!!!

Event or community spaces are needed, nothing specific.

for this heavily functional area, candidly do not waste resources and the tax payers money on crap we don't actually need that isn't related to the land, place or community over time. If there are any underground streams that have been paved over, how about setting some of those free? Return the natural state of the area to its original-ish state - look at historical records, bring back the sense of place that is being gutted out of PDX at a pace many of us here for decades, no longer recognize this city. Give us back our sense of place, honor first nations and how they embraced this/these areas and the landscape features they celebrated.

Parks and sitting areas

Green spaces that are family friendly. Places where families can gather, have a bbq and learn about different foods, games and activities. Allow for children and families to participate in painting and creating art.

I would like to see local residents and artists part of the fabric of creating artistic features, fountains and murals.

Smaller parks and more is really critical to a successful community that doesn't involve hopping in the car to play. I love our newly remodeled Spring Garden Park BUT most people have to drive here to benefit. Priority should be to have more parks that can be accessed by nearby neighbors rather than hubs that draw people from across town. I love the idea of fountains and plazas but I think the key is spread the \$s more broadly.

In many areas topography is a defining element. How topography gets incorporated into a development may have more to do with creating inviting or inclusive spaces than other programmatic elements.

Rebuild Crossroads. Do not locate plazas next to the freeway or Barbur--it is unhealthy and downright unpleasant. Do not ruin our views with ridiculously tall buildings. Get rid of freeway ramps.

The basics: Street trees fronting development. A main entrance facing or visible from a sidewalk. Fewer driveway curb curbs. Where there's surface parking, more marked walkways (striping, preferably extending concrete amid asphalt) to outer aisles with a speed table here or there in larger parking lots. In short and fewer words, less ugly highway strip commercial development, and way more trees with some lawn grass. And a last touch: No more exposed concrete left along the bottom several feet of new buildings. Make developers treat it to resemble stone at least, or clad it, or paint it. So much new redevelopment in the City becomes nothing but swaths of concrete between street and building fronts with maybe the occasional stormwater vat ("bioswale) or street tree in a tiny planter. Don't let this happen to West Portland. When people feel safe and amid green, they'll be less irritable and more likely to socialize and engage "the Other". Stuff like fountains and murals are the icing on the cake. Get the basics first, and developers will likely volunteer the icing anyway. As for plazas, I'd rather have fewer larger plazas if they are City owned and maintained instead of a bunch of tiny privately owned and managed plazas. And where there are fountains, I prefer something unabashedly Beaux Arts or otherwise traditional, like something out of Rittenhouse Square in Philly.

food booths and multicultural event stage

I don't know what it would look like -- but anything that promotes and explains green living, recycling and living gently with our earth.

murals, plazas, an open-air marketplace similar to Saturday Market to re-create a multicultural bazaar found in the countries and cultures represented in the community. This could be the hub of interaction and event gathering described in previous parts of the plan. It could also provide entrepreneurship opportunities for craftspeople and artisans, as well as international food carts/ international farmer's market comparable to Lents neighborhood.

Plazas for public events and celebrations.

I would like to see a lot of spaces where children and family can recreate for free, especially if they include educational art pieces (such as DNA and whale from UC Berkeley
https://www.lawrencehallofscience.org/visit/exhibits/touch_climb_crawl/dna_sculpture
https://www.lawrencehallofscience.org/visit/exhibits/touch_climb_crawl/pheena_whale)

good urban design, planting areas that are maintained, public art, wayfinding elements (colorful crosswalks, gateways, unique lighting at focal areas). As a white female, I'd defer to folks with more diversity than I for this question.

Plazas, fountains. Use stylized facades where concrete is necessary.

Plazas = benches, art work, Farmers Market, music

Murals and plazas which make BIPOC communities visible in this area. Support space making for us and social-cultural mingling and public education to appreciate the contributions of us in where our histories cross, with historical accuracy, in public schools and colleges, as well as public libraries. Promote learning on our communities beyond only food and arts but

meaningful community learning events of histories and cultures to mitigate misconceptions and stereotypes.
Water features and fountains, murals, or plazas should be part of GREEN INFRASTRUCTURE and BES should play a vital role.
benches
Murals! So much beautiful artistic potential from the youth, would love to see something very collaborative and also meaningful to represent the history of the area
Malcolm X Plaza
murals
Plazas
I think there should be something contributed to Malcolm X. A mural or statue or something of that sort.
Some parklets with trees. No fountains. Something simple where folks can sit in the shade.
Parking, sidewalks, water and sewer improvements; - all needed BEFORE anything new is even considered. This area has been lacking in the above for decades

Question 11 - Other comments?

Answered: 57 Skipped: 133

The following table provides the responses entered:

We cannot afford any of this and given you waste my taxes...I will not vote for more
Thank you for this plan. It is delightful to read about the improvements for getting around on foot and the thoughtfulness about supporting existing communities and businesses.
I'm unable to answer this question because I don't know the area very well.
I generally like the plan. Very thoughtfully assembled. I also like the format of the online information and this open house. Well done! My fundamental concern is the city, TriMet and ODOT continue to avoid tackling the major ped/bike issues here. We have some wonderful improvements to leverage, such as the recent redesign of Capitol Hwy. south and upcoming improvements of the street to Multnomah Village. But the Barbur/Capitol Hwy intersection has been avoided for decades. In addition, access to/from the transit center is critical, but it's only addressed with planning projects to be funded sometime in the future. I know it'll be complex and expensive, but the success of this plan will largely depend on a transformation of "ground

zero" into a place where people walking and bicycling will want to be. Currently, it's an unpleasant and scary place to avoid and only walk or bike through if it's absolutely necessary.
Great process, and pleased to see the discussion include people and relationships in addition to the conventional physical planning. Would like to know more about who will be initiating, funding, and managing the projects that are intended to bring people together and put on events? How will these goals accomplished? What are milestones and measures of success?
I'm hoping that even if the bond measure doesn't go through that we can prioritize pedestrian safety, preserve the current affordable housing plus encourage more housing that's affordable. The idea of offering training options for adults will be important, especially as our neighbors age and the jobs change. Barbur Transit Center gets a lot of use from OHSU, VA and downtown bound employees. An idea to ease parking pressure on Barbur TC would be to look at how to make the Tigard park-and-ride at the Regal Cinema more attractive; a sign on Barbur with information about parking space availability would help. The Regal Cinema could be an ideal location for a mixed housing development that includes a movie theater and greenspace amenities to manage stormwater.
This plan was developed pre-Covid and it shows. It should be shelved and we should wait to see what the post-Covid world will be like - the challenges, the transportation issues, the population of Portland, the capital available for all these new proposed businesses in the area, etc. Moving forward with this plan is simple lunacy and ignores the tremendous change that is/has occurred.
I'd like to see reference to ODOT's previous reports about reconfiguring/removing on and off ramps in West Portland. I5 created a huge wound across West Portland and I would like to see energy/focus on having ODOT remediate these damages. The crossroads intersection is also likely to fail in a major earthquake event and would affect the resiliency of the region and immediate area.
Leave everything alone
Thank you for all this great work!
Consider covering a part of I-5 where public space can be built upon. Fix the Barbur, Capital, and I-5 intersection... it's ridiculous!
Increased green space to improve conditions of Tryon Creek headwaters.
I live in WPP and its hard to prioritize any of the above projects because none of this sounds very important when I live in WPP and have worked very hard to own my home and do not wish to be displaced so PDX can check a box on an 'improvement' project
As long term effort we need to think about the design issues and possibilities created by the non grid character of Southwest Portland.
If this project is suppose to serve people of color it would be nice to may be have this survey in other languages.
Great start at being inclusive. This is by far a well intentioned and thought out process. Much more input from diverse communities is still needed.
The committees approving all this work should be bipoc led and the contractors and workers should be bipoc bc paying white ppl to do this work would be deeply stupid
Im tired of these NIMBY people pushing out immigrants and refugees. We need more low

income and affordable housing for refugees and immigrants. Low income housing should have better apartment managers so the building stays clean, sanitary, and working appliances. I am tired of low income housing being in horrible conditions. I hope you guys prioritize in better management to make sure the housing is safe and sanitary for the occupants. Also prioritize in community centers so the children can have access to homework helps, and after school programs. Also prioritize in making transit safe for refugees and immigrants.

I think the rezoning of the neighborhoods extends too far into the existing single family unit areas. The rezoning for multi family housing should be confined only to barbur. Otherwise it'll ruin the quant neighborhood feeling of SW and increase the population too much. A tripling in population within the next 20 years is much more than this community can accommodate. Also the new residential unit near Markham is a bad idea. Increasing the traffic and population around a school is unsafe.

No

Add a small business center and kitchen, with training for job training and small business entrepreneurs.

Provide direct economic assistance to BIPOC communities for business development and avoid regulatory mandates on current property owners as much as possible, focus on barriers to access for marginalized communities into professions and trades with competitive wages. Focus on developing employers/employment opportunities in the neighborhood. Does the plan offer a diversity of zones suitable for small fabrication or manufacturers or training for tradespeople?

I don't know if there are elements of the architecture and townscapes of some of the culture of some of the peoples here that would adapt to development in Portland, but this should be investigated. The commercial spaces in those countries may be open-air, or may be in plazas with the walls of buildings surrounding and enclosing them, and this concept may be appropriate in the Cultural Center. Or perhaps a market area with a translucent covering or shade covering, as seen in some north African and Arab countries

SW Portland has been ignored for far too long. It has hills and unpaved roads so it is far easier to do work on the east side. They finally fixed the mess at Barbur and I-5 and that is huge improvement. The same needs to happen at Capitol and I-5. We have suffered since the freeway was built. It must be our turn now. I ODOT can rework the access ramp, then all the other pieces would fall into place. I personally think that town center status for that area is not a good plan. There is not town center but just a group of buildings housing various businesses. Some has a high turnouver. It does look like the main reason for the decision is to embrace the population who worship in one of the Mosque's. That can be done without making that intersection a "Town Center". It is a wide street with crazy, narrow side streets and no businesses that would draw customers. There is no safe walking in that area and crossing Barbur is downright dangrous.

Remember that homelessness is a national problem, and that it's impossible to eliminate it here (or any one place) because that would attract yet more homeless people from other states.

I just want to see more safe spaces for pedestrians and bicyclists.

SO disappointed with Portland. Bright shiny plans ideas that when built become graffiti covered. How about taking care of the city we have rather than always chasing the next level of Sim City. Capital improvements without revenue streams to support maintenance, law enforcement to cover the new developments is short sighted and typically Portland

In general, this feels like the city is making a wishlist for developers to bring to fruition by focusing on the zoning codes. The issue I and other SW residents have is that they do not trust the developers to do their part to improve the community. They will do as little as possible or whatever is most profitable. I wish the city would put the horse before the cart. Develop the infra, then the developers will go there. A LID for this area could fund a lot of our sidewalks. Or, hey, make it an urban renewal district to fund. Relying on the developers to provide the funding to make the infra changes helps building construction, but we need infrastructure.

Demand that the Barbur TC be reserved for mixed-use hub. A parcel of that size already graded is a valuable asset adjacent to the epicenter of the community. That space shouldn't be wasted on free parking. Let it serve as a transit hub, but get rid of the park & ride element. This would be a great place for affordable housing and street front restaurants and stores. The Lloyd District has moments of this along the Blue and Red Line routes between Rose Quarter and Lloyd Center Mall. Previous experience working with Tri-Met for SWC at this location, they want to meet parking stall counts and stormwater management. The success of this area was based on how many vehicles could be stored here, and that entirely under utilizes a location that could drive economic and social stimulus in such a better manner.

Leave the wpumc community garden alone. I have been at this Garden for the last eight years and as a person with a disability this is a safe haven for me to forget about my health concerns. If you take this away not just for myself but all the others you're doing a great great disservice to these people into this community and I will forever have animosity towards this city

This seems to be mainly about apartments, what about affordable single-family homes that would actually foster pride of ownership and community?

Stop forcing development. We chose where we live as we didn't want to be in the 'city'. Now you are bringing the city to us. Try developing downtown. Who wants to live there anymore, Wouldn't want a business there? Already have the buildings and infrastructure. Why move that to SW? Will we have a say in what multistory building is build next to our two story home? (notice I didn't say house...)

This survey is rigged.

This survey is rigged.

We need to insure that transportation and walking (especially around pedestrian safety) is incorporated first and foremost before starting anything. Also, no way we can put more people in the Crossroads neighborhood without transportation and parking improvements to go along with it. If the Westside MAX doesn't happen, something else MUST be done prior to putting more infill housing in!

The City and county have long neglected SW Portland for decades. To the point of embarrassment. Before going and trying to implement these "buzzword" or "sign of the times"

initiatives, how about showing you care by bettering some of the existing infrastructure? Perhaps the local tax payers like myself would love to see you fix up the unpassable roads in the area (not talking about Capital HWY which took two decades to get a project doing to improve the unsafe road). There are countless examples non-existent and failing county infrastructure to include the already existing community center loved by the community which is in need of fixing up. By annexing this part of Portland and literally giving the "do nothing attitude" but still charge us exorbitant amount of Multnomah county property taxes is a slap in the face, year after year.

The failure of lightrail to gain traction with the public was largely due to cutting the public out of the entire process, as it is a matter of course, a standard process here in PDX. Its not because folks working for the city and bureaus don't mean well, its that there is ZERO accountability TO the people of this city and in the case of this survey, ZERO background data provided to help guide with data the facts of this process, the project or how in the world these goals and statements have come forward. Do not think they are a synthesis of conversations with community, there is not a trace of human speak in them. Having degree'd or pedigree'd or equity fulfilled folks behind the planning is fine but if this and these kinds of efforts are not informed and guided by the communities they serve in aggregate (not the 203 people that reply or happen to weigh in), this will fail to serve the citizens it claims to benefit at a cost the citizens can't afford.

Biking and supporting safer modalities of transit that is in line with carbon reduction goals is absolutely critical for fostering diversity and economic vitality. We desperately need a safer---less exclusively car-centric Barbur and Capital Highway. It's beyond bad.

OK, my biggest fear is that the area will become overcrowded like the east side with little room for parking, making it more dangerous for cyclists and pedestrians. I would like the design and development to work within the existing fabric of the neighborhood.

I want the WPTC to be fantastic. Without input from all parts of WPTC, I don't believe this can be a fantastic plan for ALL. I don't believe the general community in SW Portland knows enough to comment on the plan. This is a VERY complex rezoning plan and that's about it is. I've asked many of my neighbors and none of them know a thing about the changes planned for WPTC. Covid has a lot to do with the lack of communication. Unless you see lots of support from ALL of WPTC, you have clearly not done enough to communicate!

A. Roundabout: I urge redoing the area around the Barbur Transit Center into a roundabout – “hourglass”-about, with the two triangular blocks fused and in plan view shaped like an hourglass. The streets forming the hourglass shape would be Barbur, Taylors Ferry, Capitol, and Huber. Traffic would run one-way counterclockwise. Like any roundabout, it lessens or omits traffic signals, lessens delay caused by what were turning movements across traffic, and would create a usable park, plaza, or combo space in the center. Conceivably, pedestrians would cross merely 2 or 3 lanes of one-way traffic. And it would be possible to travel between Huber and Taylors Ferry along a plaza forming the inside of the hourglass without ever actually setting foot in a crosswalk across Barbur! I know the shape is odd, but trust me, it's functionally the same as a roundabout. And remember Vision Zero? Do consider it. (Among the project team, ask Garlynn Woodsong of Cascadia Partners. He'll know exactly what I'm talking about.) B1. Vol. I, p. 83, Map 1 Discussion Draft Zoning: It's puzzling why proposed upzoning is proposed on the westerly end of Taylors Ferry Road, but not also of lots along Taylors Ferry east of SW 46th

Avenue, most of which are older houses on larger lots. It makes no sense to me to upzone anything west of SW 48th Avenue without also upzoning all of Taylors Ferry west of Capitol Highway. This part of the draft zoning seems out of whack with the overall goals and objectives of the draft plan. Is it to do with the proposed Title 33 amendment, the new 33.595.040 that conditions upzoning of certain lots on site redevelopment stormwater management upgrades? B2. Vol. II ("discussion draft" amendments): (1) Regarding new plan district height and density bonuses, are there also in the base zone regulations or in the proposed plan district requirements for anything like what could be termed a transitional height plane, upper floor setbacks, stair-stepping, or ziggurat buildings? (2) I particularly am in favor of the concept proposed 33.595.270 (residential area deep rear setback). Regarding subsection 270C.2 (minimum freeway setback), I see no need for a minimum setback as long as an L3 landscaping buffer remains a requirement. I imagine redevelopments will site any of surface parking, structured parking, and mostly blank walls along I-5. I see no need to force a 20 ft setback when for some site plans it wouldn't make sense and burden developers with meeting the other many details of Title 33. Requiring a freeway rear setback only for upper floors could make sense and accommodate roof decks atop ground floors.

WE DO NOT WANT THE GARDEN WHICH DONATES 40K LBS OF FOOD TO SHELTERS TO BE REPLACED WITH LOW INCOME HOUSING

For many of us, small steps like a pedestrian crossing at Dickinson and Capitol Highway would go a long way. A big factor that the plan does not address is security. We have so many car break-ins and drug activity -- much of it involving Walnut Terrace -- that we worry all these wonderful plans will be sabotaged.

Currently, there is no formal question about the up-zoning that is slated for a significant portion of the residential community surrounding this project/ Town Center. In talking with many of my neighbors, they have ABSOLUTELY NO IDEA that these changes are proposed and planned for this community. Planning needs to reach out specifically to the residents between SW Dolph and SW Alice, and other areas of the project where significant upzoning is proposed. Additionally, my family lives a block off Barbur and our property is slated to be upzoned from R7 to RM2 (the border of which seems arbitrarily drawn), yet we have received absolutely no formal notification or communication (outside of the voluntary open house events) that these changes are afoot. I think there are a number of neighbors (including myself) that support density and diversity, and affordable housing in our neighborhood, and are willing to get behind a West Portland Town Center redevelopment, but the proposed scale and scope will radically reshape our existing neighborhood, and therefore requires significantly more community engagement and input. This proposal also does not address the woefully inadequate infrastructure in place for transportation, pedestrian/ bike safety, sidewalks, stormwater management, erosion, public utilities, topography/ walkability, parking/ traffic, tree canopy, and other critical infrastructure throughout the project area. I do not support an "if we build it, the infrastructure will follow" approach, as we have been promised this with existing projects, but have seen little infrastructure improvement or coordination between projects in this corridor over the past 15-20 years.

I am strongly in favor of this overall plan. I live in the Multnomah neighborhood and know that my regressive neighborhood association will likely strongly oppose this effort, even though most of the WPP is outside its jurisdiction. That has always been the case. Multnomah neighborhood association is controlled by a few, very old, homeowners who do not want to see our

neighborhood diversify and change. They do not represent the majority of those who live in the area and those who would like to live in the area. I hope you will keep this in mind when making decisions for the WPP. Thank you.

While this might be a planning thing, I think more events that engage and honor the indigenous communities of the area should happen. Also live music! Let's come together :)

The major issues that I've seen in Southwest (and concentrated in west portland town center) are: 1. Lack of an urban stormwater system. Requiring each development to treat water on site with ponds is not a comprehensive approach to the issues we're dealing with. This plan and the City need to plug into some modern urban and regional approaches. Why is there no discussion of a new stormwater treatment plant for SW? Discussions of land use really need to paired with discussions of long-term investment at a regional scale. Almost every other urban area in the country has treatment plants to deal with stormwater and it is an approach that preserves valuable land for actual density and development, rather than surface stormwater treatment in soils that aren't permeable. 2. Lack of sidewalks and bike lanes. I don't see it in the plan, but I think there needs to be a very clear process articulated for the community of how developments translate into completing infrastructure upgrades. They are totally bitter about the lack of investment to date and I think to win their support, there will need to be direct and quick implementation. 3. Regional parking approach and modal shift. Barbur transit center is at capacity everyday. The WPTC plan needs to set the southwest up for a shift to less free parking. By creating a regional parking enforcement in the SW Neighborhoods, it will allow Barbur Transit Center to deliver a dense development that has minimal parking and encourage folks to take transit, ride bikes, walk. I don't feel like the draft plan addresses any of these three issues above in a deep enough way and would encourage more discussion on them. I think they are the three main points to a successful long term WPTC plan. Thanks!

Taylors Ferry is a major artery. It is dangerous for walkers and cyclists, because of its broken-down fencing and lack of sidewalks. Not only should these needs be addressed but the new traffic on this road will need to be mitigated or it'll be miles of stopped cars in both directions at rush hour.

I applaud the plans and joined efforts for equitable community progress. However, in the recent townhall meeting Trimet organized, Rachael Duke asked what plans Trimet has to address displacement of communities of color, the presenting developer said urbal renewal is not necessarily bad, and he gave the example of the Hollywood District, saying it "got rid of drug infested places". This implies that BIPOC neighborhoods are drug infested. This couldn't be farther from the truth in the SW Corridor and is racist stereotyping. Rachael Duke thanked him for learning that. This is not good for social cohesion because the Muslim community, the Chicano/Latino community, and the Asian communities in this area are not drug infested. In fact, we are the hardest working low-income residents here. This is self-evident in how hard we work to pay our bills and support our families. Trimet needs to train its staff in racial awareness and DEI and truly practice equity and inclusion in this SW Corridor transportation project.

The City must work with ODOT to add protected bike lanes and sidewalks on Barbur. The City must work with ODOT and TriMet to add better BUS facilities on Barbur. Overall, the Plan is virtually impossible for even seasoned professionals to read and understand well - it is totally inaccessible to those with lower educational attainment and/or lack of English comprehensive skills. This is exactly an example of the City spending far too much time on "planning" while

avoiding doing the dirty work of getting basics delivered, which is what people actually want. Moving this forward during COVID should make you embarrass you with your lack of integrity - is this really what the "Process" should be about? Do you think residents really have the capacity to review, think, and comment on this material at this time? Just put this on ice for another year. As you can see from the voting precinct maps voting patterns on Measure 26-218 - SW Portland does not want light rail.

I served on Tryon Creek Watershed Council for a number of years and lived in several neighborhoods that connected to Barbur. I helped bring in some great stormwater management projects that should be further improved and highlighted--then continued elsewhere in the area.

I am very concerned about how this plan would progress now that the transportation measure failed. What modifications will be made?

I think planning should have to reach out to BIPOC, artists, low-income communities, and other people who create the rich cultural connections with our community.

Commitments to BIPOC and creating affordable housing (land deeds, community organizations purchasing low-income apartments) should be tied to liberalization of zoning rather than requiring that just the minimum number of affordable units be created. Additionally, more investment needs to be afforded to existing residents with regards to water management (we all have water mitigation issues given the large control surfaces and hills; increasing density will worsen these issues).

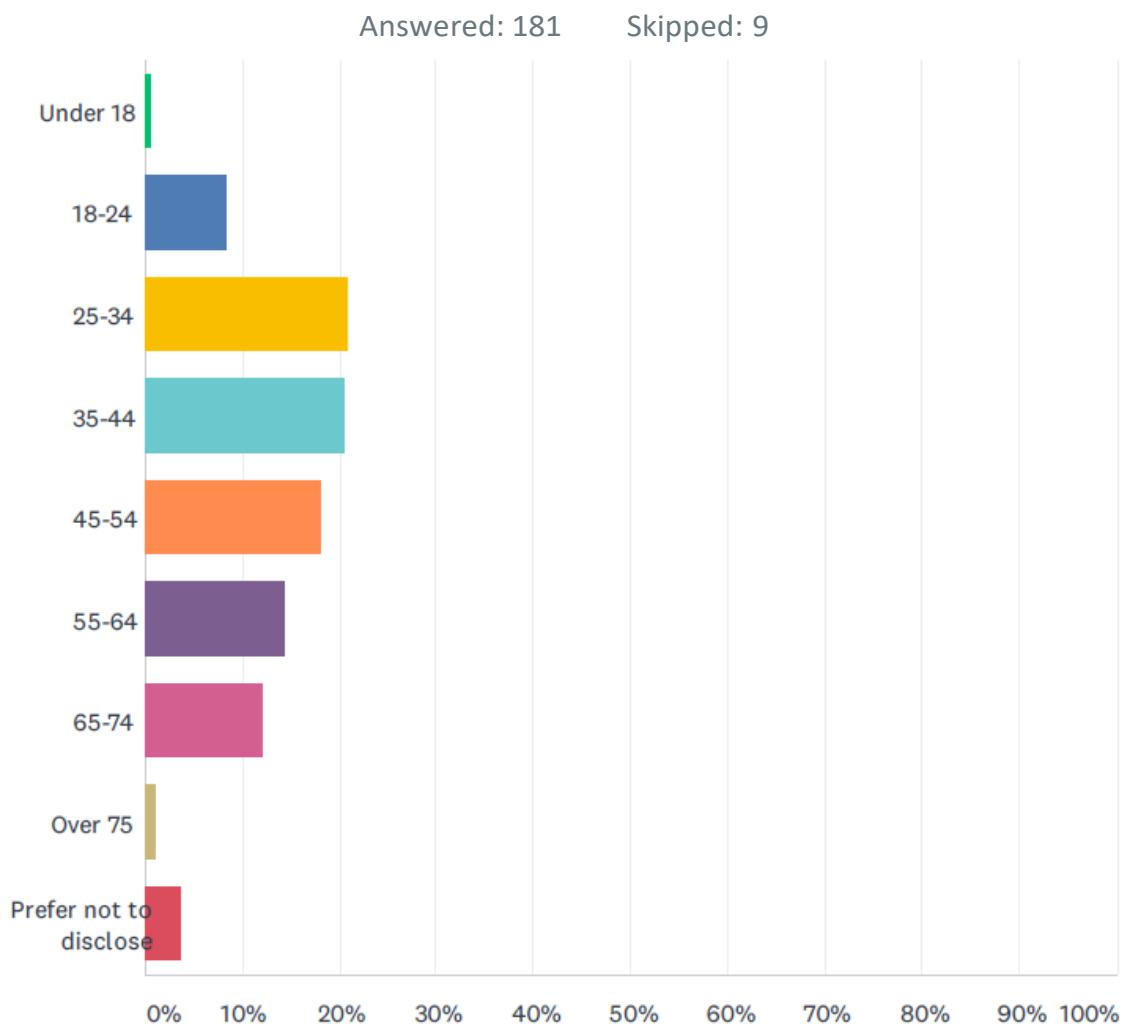
This plan is racially biased and chooses to use public funds to specifically benefit one group or races over others. This is just wrong and anti-white bigotry. It should be race and culture neutral. We should not discriminate.

Keep it simple with easy ways to walk/bike around.

the community comment period has been too short. I consider myself fairly well informed but I was not even aware of this plan until it was too late to comment (Dec 3?!). Each resident in this affected area should have been contacted individually about this and given many more opportunities to chime in.

DEMOGRAPHIC QUESTIONS

Question 12 - What is your age?

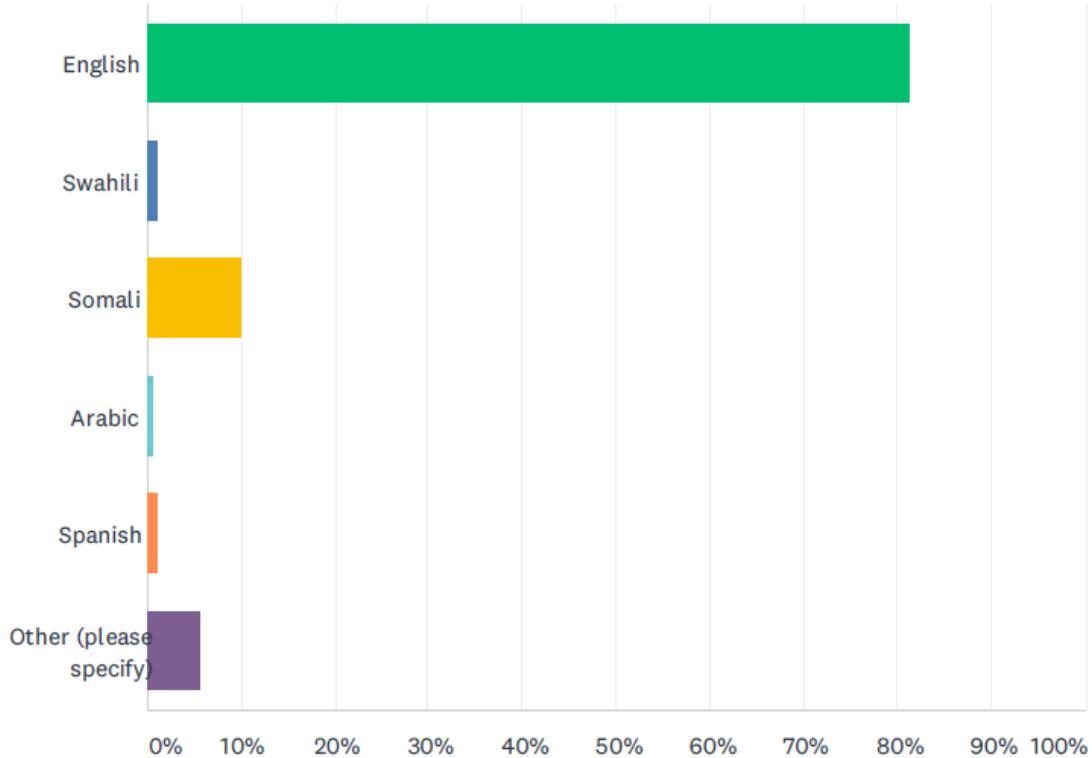


ANSWER CHOICES	RESPONSES
Under 18	0.55%
18-24	8.29%
25-34	20.99%
35-44	20.44%
45-54	18.23%
55-64	14.36%
65-74	12.15%
Over 75	1.10%
Prefer not to disclose	3.87%

West Portland Town Center Questionnaire

Question 13 - What languages are spoken at home?

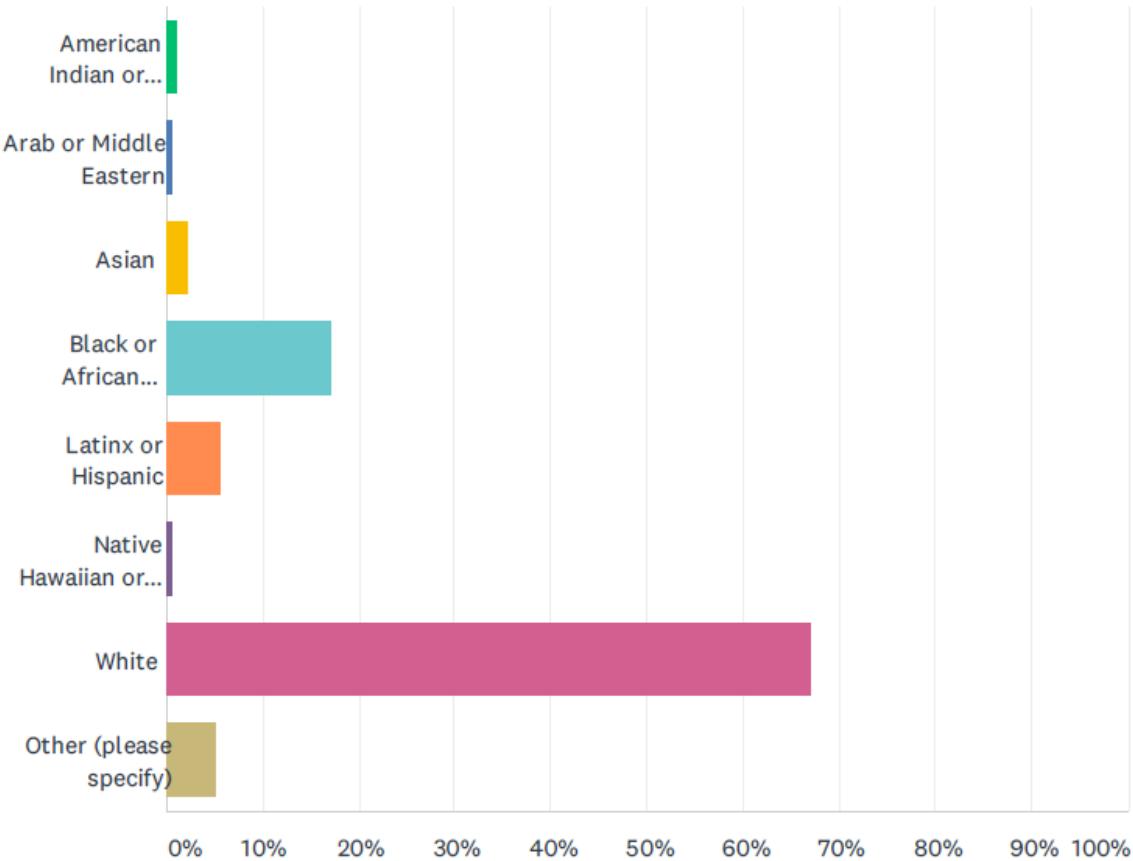
Answered: 178 Skipped: 12



ANSWER CHOICES	RESPONSES
English	81.46% 145
Swahili	1.12% 2
Somali	10.11% 18
Arabic	0.56% 1
Spanish	1.12% 2
Other (please specify)	5.62% 10
TOTAL	178

Question 14 - How do you identify yourself? (Check all that apply)

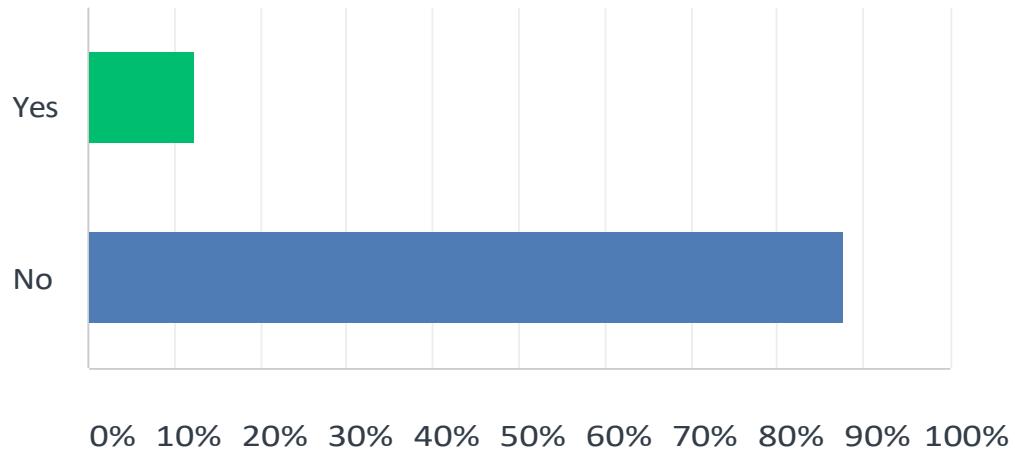
Answered: 174 Skipped: 16



ANSWER CHOICES	RESPONSES
American Indian or Alaska Native	1.15%
Arab or Middle Eastern	0.57%
Asian	2.30%
Black or African American	17.24%
Latinx or Hispanic	5.75%
Native Hawaiian or Pacific Islander	0.57%
White	67.24%
Other (please specify)	5.17%
TOTA	174

Question 15 - Do you live with a disability or identify as a disabled person?

Answered: 179 Skipped: 11



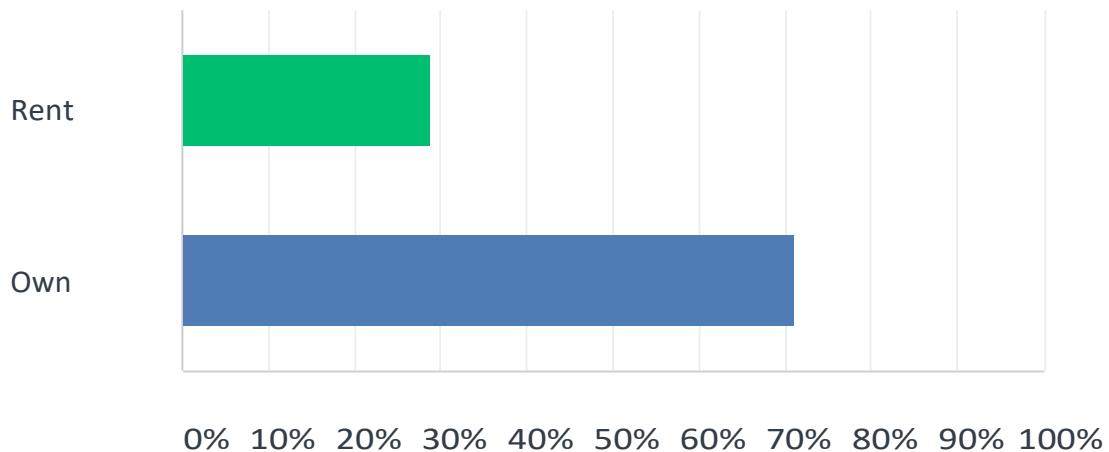
ANSWER CHOICES	RESPONSES	
Yes	12.29%	22
No	87.71%	157
TOTAL		179

Question 16 - If yes to the question above, what accommodations do you require for accessibility?

Answered: 14 Skipped: 176

Question 17 - Does your family rent or own your home?

Answered: 180 Skipped: 10

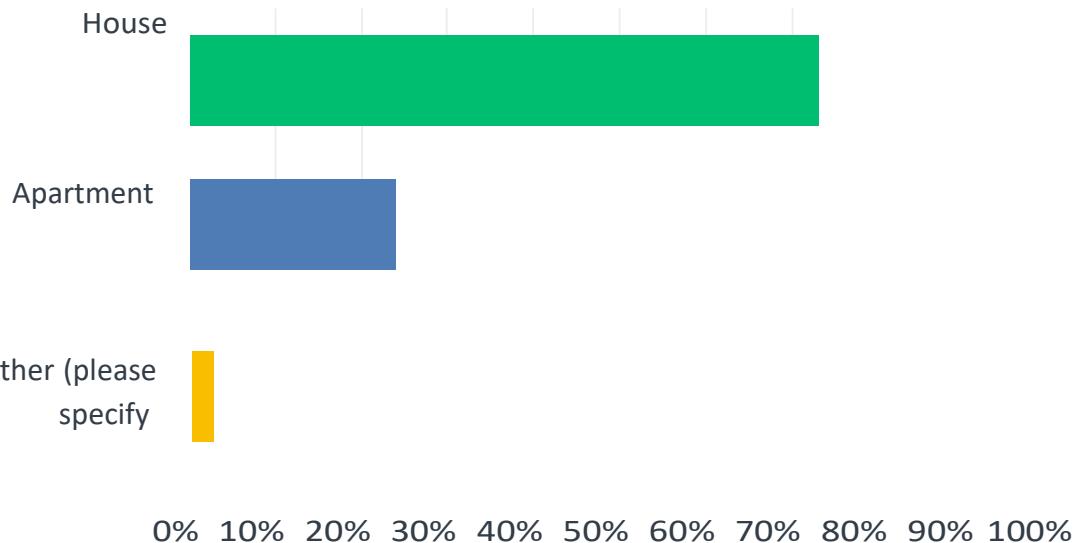


ANSWER CHOICES	RESPONSES	
Rent	28.89%	52
Own	71.11%	128
TOTAL		180

West Portland Town Center Questionnaire

Question 18 - Do you live in a:

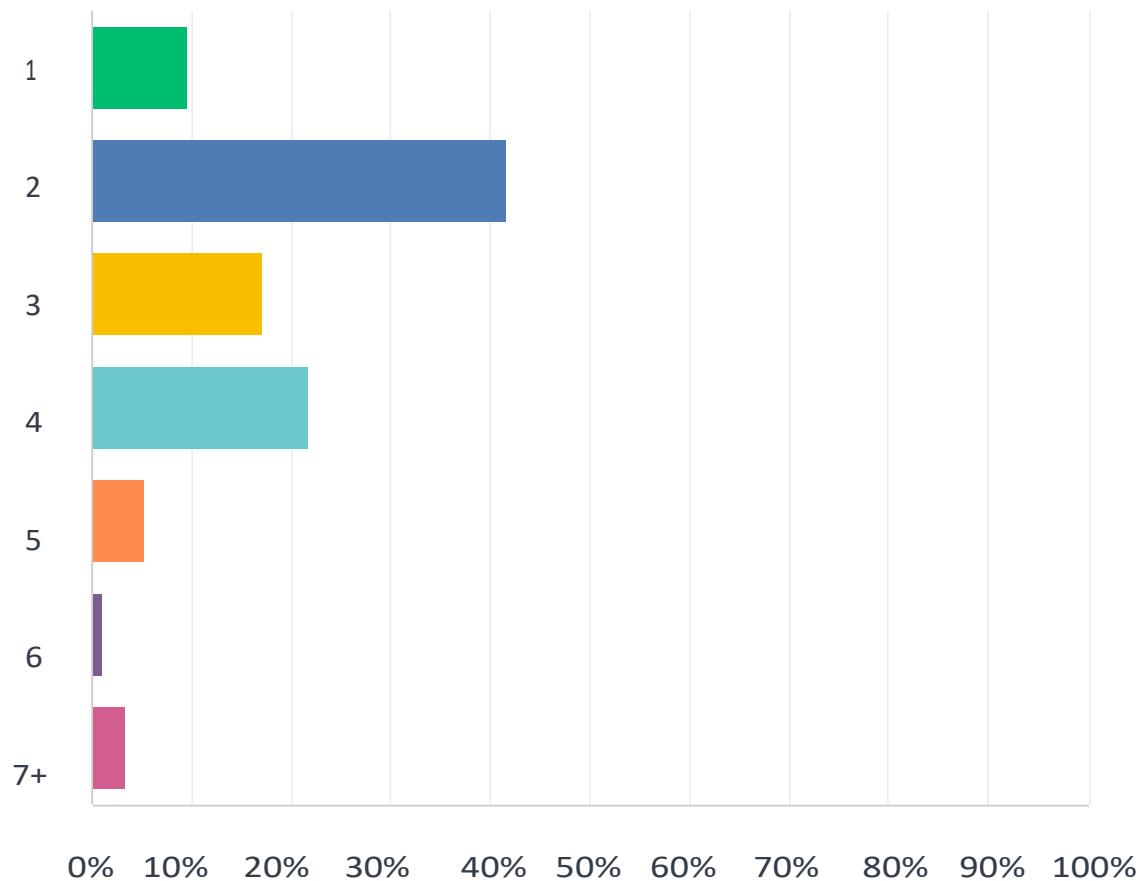
Answered: 179 Skipped: 11



ANSWER CHOICES	RESPONSES	
House	73.18%	131
Apartment	24.02%	43
Other (please specify)	2.79%	5
TOTAL		179

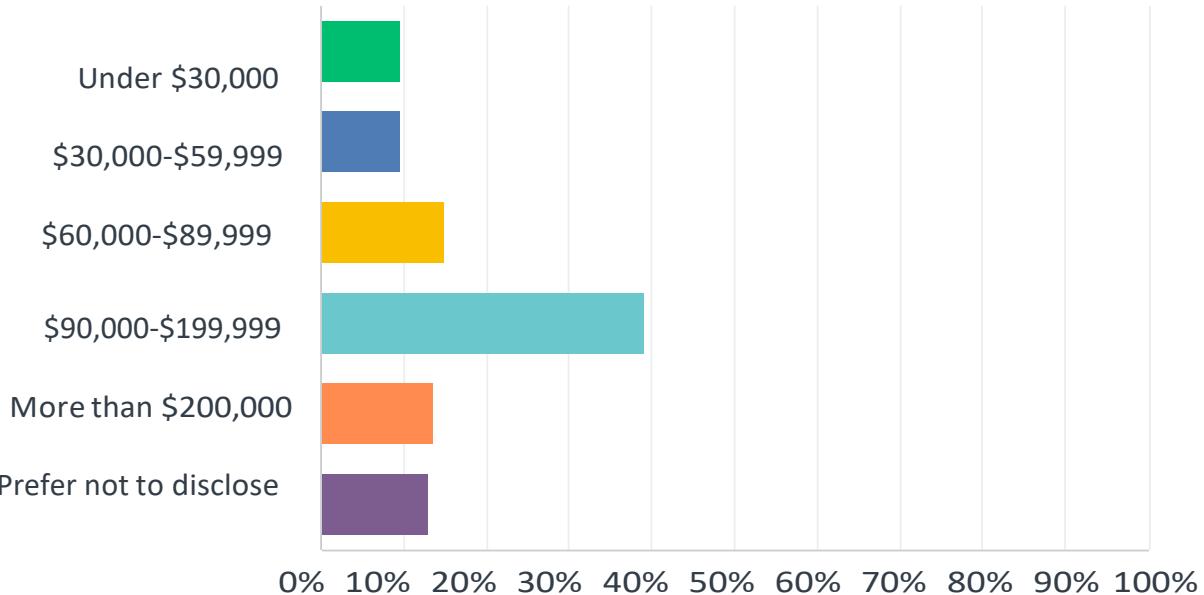
Question 19 - How many people live in your home?

Answered: 175 Skipped: 15



Question 20 - What best describes your household income?

Answered: 176 Skipped: 14



ANSWER CHOICES	RESPONSES	
Under \$30,000	9.66%	17
\$30,000-\$59,999	9.66%	17
\$60,000-\$89,999	14.77%	26
\$90,000-\$199,999	39.20%	69
More than \$200,000	13.64%	24
Prefer not to disclose	13.07%	23

TOTAL

176