

Portland Planning and Sustainability Commission  
Residential Infill Testimony  
1900 SW 4<sup>th</sup> Avenue  
Portland, OR 97201  
[www.portlandoregon.gov/bps/infill/mapapp](http://www.portlandoregon.gov/bps/infill/mapapp)  
503-823-0195

May 6, 2018

To Commission Members:

Below are points of concern **AGAINST** the proposed zoning changes for Meadow Park, seeking to change the base zone for this area from its current R5 status to R2.5, but also making a case for the Beaumont Wilshire neighborhood in general? This is **NOT** an argument against residential infill carried out in a responsible, sustainable way, but rather a position against trying to squeeze infill at this level of density into an area **ALREADY** taxed by existing density, and **ALREADY** carrying its fair share of density in relation to the rest of the city. I ask that you read this argument in full before making a judgment.

1. CURRENT REZONING LANGUAGE SEEKS TO MAKE IT A REQUIREMENT, IN MEADOW PARK, THAT ANYONE DEMOLISHING A HOME IN THIS TRACT BE **FORCED** TO BUILD INDIVIDUAL HOUSING UNITS ON EACH 25 FOOT FRONTAL PROPERTY DIVISION—A ZONING CHANGE FROM A CURRENT R5 STATUS TO A 2.5 STATUS. IT SEEMS HIGHLY LIKELY IN THE CURRENT MARKET THAT IT WILL BE A DEVELOPER DEMOLISHING SUCH A HOME, AND THAT SITES ARE LIKELY ALREADY SET FOR DOING THIS IF SUCH A REZONING MEASURE IS ALLOWED, WITH DEVELOPERS **ALREADY** HAVING THIS INTEREST IN BUILDING SEVERAL HOMES IN PLACE OF ONE HOME ON THE SAME LOT. WE ALREADY KNOW FROM PEOPLE LIVING ON NE 33<sup>RD</sup> BELOW FREMONT, FOR EXAMPLE, THAT THERE HAS BEEN AN ATTEMPT TO BUY UP A ROW OF HOUSES TO RAZE AND REPLACE WITH AN APARTMENT COMPLEX, SUBSTANTIALLY CHANGING THE CHARACTER OF THIS ALAMEDA/BEAUMONT WILSHIRE NEIGHBORHOOD. SO THIS REZONING ATTEMPT WOULD NOT BE ABOUT “ALLOWING” SOMETHING LIKE THIS TO HAPPEN, IT WOULD RATHER BE ABOUT **FORCING** IT TO HAPPEN, IN A NEIGHBORHOOD THAT IS QUINTESSENTIALLY PORTLAND, HAVING A LONG TRADITION OF CARRYING THE SPIRIT OF BEVERLY CLEARY’S RAMONA AND HENRY, MR HOLLAND’S OPUS, HORSE-RINGS ON THE CURBS, POETRY POSTS, LITTLE LENDING LIBRARIES, AND HUNDREDS OF NEIGHBORS WHO HAVE A PASSION FOR A BIT OF GROUND TO LANDSCAPE INTO THE FLORAL BEAUTY FOR WHICH THIS AREA IS KNOWN.
2. ONCE SUCH A ZONING CHANGE IS IN PLACE, THE DENSIFICATION OF OUR NEIGHBORHOOD BECOMES MUCH EASIER GROUND FOR DEVELOPERS TO CULTIVATE. IT DOES NOT THEN BECOME AN ACTION OF THE DEVELOPER THAT NEIGHBORHOODS CAN FIGHT—ONCE THE ZONING IS IN PLACE, THAT FIGHT IS ALREADY LOST. THE DEVELOPER IS NOW SIMPLY FOLLOWING THE ZONING LAWS OF THE CITY, AND THUS FREE OF BLAME. THIS IS VERY LIKELY THEN A ZONING CHANGE THAT **DEVELOPERS** ARE PUSHING FOR, AND PERHAPS THE CITY IS PUSHING FOR, TO INCREASE ITS TAX BASE, BUT **NOT** A BROAD-BASED GROUP OF “PORTLANDERS”.
3. THE CONCERN LISTED IN THE PROPOSAL SPECIFICALLY STATES: “OVER THE LAST TWO YEARS PORTLANDERS HAVE EXPRESSED CONCERNS THAT [VIBRANT]

RESIDENTIAL NEIGHBORHOODS ARE BECOMING INACCESSIBLE TO MANY, AND HOUSING OPTIONS ARE LIMITED”...LEADING TO A PROPOSAL THAT MORE HOUSES BE ALLOWED IN THESE NEIGHBORHOODS. WHO ARE THESE PORTLANDERS? SOURCES I HAVE IN THE BUILDING TRADES CONFIRM THAT MANY OF THE INVESTORS WITH INTERESTS IN BUILDING IN PORTLAND ARE FOREIGN-BASED, FROM PLACES LIKE SWITZERLAND, EASTERN EUROPE AND ASIA ([HTTPS://WWW.WASHINGTONPOST.COM/REALESTATE/WEALTHY-CHINESE-BUYERS-ARE-A-GROWING-FORCE-IN-US-REAL-ESTATE-MARKETS/2016/10/13/15AB3CBA-7441-11E6-8149-B8D05321DB62 STORY.HTML?UTM\\_TERM=.21BD8C7DDCDB](https://www.washingtonpost.com/realestate/wealthy-chinese-buyers-are-a-growing-force-in-us-real-estate-markets/2016/10/13/15AB3CBA-7441-11E6-8149-B8D05321DB62_story.html?utm_term=.21BD8C7DDCDB)) INTERESTED IN FINDING SHELTERS FOR THEIR MONEY, BUT WITH LITTLE CONCERN FOR THE NEIGHBORHOODS IN WHICH THEY ARE BUILDING, OR THE QUALITY OF CONSTRUCTION. VANCOUVER, B.C., **HAD** BEEN A TOP DESTINATION FOR FOREIGN MONEY, BUT A 15 PERCENT TAX ON INTERNATIONAL HOMEBUYERS THERE, IMPLEMENTED LAST YEAR, HAS FOUND FOREIGN INVESTORS TURNING THEIR EYES MORE TOWARD SEATTLE AND PORTLAND (<https://www.bizjournals.com/portland/news/2017/03/23/where-portlands-1m-homes-are-selling-in-2017.html>). CONSTRUCTION IS CURRENTLY THE FASTEST GROWING INDUSTRY IN OREGON, WITH A 46% INCREASE IN PRIVATE HOUSING PERMITS OVER THE PAST 5 YEARS. WITH THIS HAS COME LABOR SHORTAGES AND AN INFLUX OF LESS EXPERIENCED LABORERS—NOT UNCOMMONLY WITH LITTLE TO **NO** CONSTRUCTION EXPERIENCE, TO FILL THE GAP ([HTTPS://WWW.QUALITYINFO.ORG/-/NEW-ENTRANTS-INTO-OREGON-S-CONSTRUCTION-INDUSTRY-HELPING-TO-EASE-THE-LABOR-SHORTAGE](https://www.qualityinfo.org/-/NEW-ENTRANTS-INTO-OREGON-S-CONSTRUCTION-INDUSTRY-HELPING-TO-EASE-THE-LABOR-SHORTAGE) )

4. THIS DOES NOT THEN APPEAR TO BE HAPPENING IN THE SPIRIT OF INCREASING ACCESSIBILITY TO “VIBRANT” NEIGHBORHOODS. IT RATHER APPEARS TO BE JUST THE OPPOSITE--THE DILUTION OF THIS VIBRANCY IN THE SHORT-SIGHTED INTEREST OF TURNING A PROFIT BY PEOPLE OFTEN NOT EVEN LIVING IN PORTLAND.
5. CURRENTLY THERE ARE MANY APARTMENT UNITS BUILT OR BEING BUILT ALL ALONG SANDY BOULEVARD, THREE LARGE UNITS OF GRANT PARK APARTMENTS ON 32<sup>ND</sup> AND BROADWAY, UNITS ALL ALONG FREMONT EAST OF NE 42<sup>ND</sup>, ANOTHER LARGE UNIT BEING BUILT ON NE21<sup>ST</sup> AND MULTNOMAH, AND PLANS FOR A HUGE APARTMENT COMPLEX HOUSING SOME 1200 PEOPLE AT THE CURRENT SITE OF THE LLOYD CINEMA. (MORE EXAMPLES COULD READILY BE MARSHALLED HERE TO STRENGTHEN THIS CASE EVEN FURTHER). THE TRUTH OF THE MATTER IS THAT POPULATION DENSITY IN THIS AREA IS **ALREADY** OVERCROWDED FOR THE LIMITS OF EXISTING INFRASTRUCTURE. HOW MUCH FURTHER OBLIGATION DO WE HAVE THEN, TO PROVIDE MORE ACCESSIBILITY? FORCING CURRENT PROPERTY OWNERS TO CONCEDE TO THIS IN THE NAME OF BEING “GOOD NEIGHBORS” FOR GREATER ACCESSIBILITY IS NOT ONLY OVERLOOKING HOW MUCH OF THIS INCREASED ACCESSIBILITY ALREADY EXISTS, BUT ALSO DOING SO AT THE EXPENSE OF UNDERMINING OUR NEIGHBORHOOD INTEGRITY. “GOOD NEIGHBORS” HAVE A RESPONSIBILITY TO **MAINTAIN** THEIR NEIGHBORHOOD--RESIDENTIAL INFILL ON 25’ FOOT LOTS, AS YOU ARE PROPOSING, WILL CONTRIBUTE TO DESTROYING IT. WE CAN MAKE A CASE FOR THIS.
6. IT IS IMPORTANT TO MAKE A DISTINCTION HERE REGARDING ACCESSIBLE HOUSING AND THE HOMELESS PROBLEM IN PORTLAND. NO AMOUNT OF RESIDENTIAL IN-FILL IS GOING TO SOLVE THE HOMELESS ISSUE IN PORTLAND, BECAUSE IT IS A SYSTEMIC ISSUE ARISING OUT OF THE POVERTY OF OUR NATION. BY RECENT COUNTS, THERE ARE OVER 680,000 HOMELESS IN THE UNITED STATES—NONE OF WHOM COUNT AS UNEMPLOYED IF THEY HAVE GIVEN UP AND ARE NOT SEEKING WORK IN LIGHT OF THE FACT THAT BASIC SURVIVAL NOW IS A DAILY “JOB”

IN AND OF ITSELF. WE NEED TO MAKE NO MISTAKE ABOUT THIS. THESE ARE PEOPLE IN SEARCH OF REFUGE, AND AS SUCH VERY MUCH UNDER THE UMBRELLA OF THE WORLD REFUGEE PROBLEM. BY A LEGITIMATE RENDERING OF THE U.N. DEFINITION, A REFUGEE IS SOMEONE WHO IS FORCED TO LEAVE THEIR HOME BECAUSE OF VIOLENCE (IN THIS CASE THE VERY REAL VIOLENCE OF BEING EVICTED), AND WHO HAS A WELL-FOUNDED FEAR OF PERSECUTION FOR REASONS OF BEING A MEMBER OF A PARTICULAR SOCIAL GROUP (I.E., THE UNSHELTERED IMPOVERISHED). OF THE 65 MILLION AND GROWING NUMBER OF REFUGEES WORLDWIDE, A LOOK AT AI WEIWEI'S RECENT FILM "HUMAN FLOW" SHOWS THAT SURPRISINGLY MANY SUCH REFUGEES STILL HAVE THE SPARK OF HUMAN SPIRIT SHINING IN THEIR EYES—SOMETHING WE DON'T SEE WITH MANY OF OUR HOMELESS HERE IN PORTLAND.

7. PORTLAND'S HOMELESS PROBLEM FOR ITS SIZE IS MORE PRONOUNCED THAN SOME OTHER COMPARABLE CITIES IN THE U.S, BECAUSE OF OUR EFFORTS IN THE PAST TO PROVIDE SHELTER FOR AS MANY AS POSSIBLE, "TO TURN NO ONE AWAY"—A POLICY THAT HAS LED TO MANY HOMELESS NOW MIGRATING HERE FROM OTHER STATES IN GREATER NUMBERS IN CONSEQUENCE. WE CURRENTLY ARE AMONG THE TOP FIVE CITIES IN THE UNITED STATES FOR INCIDENCE OF HOMELESSNESS, WITH AN ESTIMATED RATE OF 5.86 HOMELESS PEOPLE PER 1,000 POPULATION (SEE: [HTTP://WWW.OREGONLIVE.COM/PORTLAND-HOMELESS/HCOUNT.HTML](http://www.oregonlive.com/portland-homeless/hcount.html)). ROWS OF MAKESHIFT TENTS NOW LINE MANY OF OUR STREETS, PEOPLE SLEEP IN DOORWAYS IN THEIR OWN URINE IN THE INNER CITY, THEY ROAM THE CITY WITH SHOPPING CARTS OF DEPOSIT BOTTLES AND/OR TATTERED POSSESSIONS BUNDLED IN PLASTIC BAGS, AND BEG ON MANY STREET CORNERS, SOMETIMES QUITE AGGRESSIVELY. IT IS A DEVASTATING TESTIMONY OF A DEEP STRUCTURAL PROBLEM IN AMERICA, AND OUR ATTEMPT AT A SOLUTION HAS SIMPLY EXACERBATED OUR LOCAL PROBLEM BY OUR TAKING ON MORE OF THE NATION'S PROBLEM THAN WE ARE **ALREADY** DEMONSTRATING AN INCAPABILITY FOR DOING.
8. THIS IS A HUMANITARIAN EFFORT FOR WHICH WE CAN BE PROUD IN SOME RESPECTS. YET IN GERMANY ALONE, WHICH IS ROUGHLY THE SIZE OF OREGON, THERE ARE OVER 1.2 **MILLION** REFUGEES, ALMOST TWICE WHAT WE HAVE HERE IN THE WHOLE COUNTRY. GERMANY NEVERTHELESS ABSORBS MANY OF THESE REFUGEES. BUT IT CERTAINLY HAS NOT TRIED TO SOLVE THE PROBLEM BY APPROACHES SUCH AS RESIDENTIAL INFILL. THEY BUILD LARGE HOUSING COMPLEXES IN SEMI-RURAL AREAS TO PROVIDE BASIC SHELTER, AND MANY COMMUNITY MEMBERS FURTHER VOLUNTEER THEIR TIME TO HELP THE REFUGEES IN A HOST OF OTHER HUMANITARIAN WAYS AS WELL--FROM PROVIDING TRANSPORTATION WHEN NEEDED, TO FOOD AND LEGAL NEEDS, ETC. IF THERE IS TRULY A CONCERN FOR ACCESSIBLE HOUSING IN PORTLAND, APARTMENT COMPLEXES AND MODEST HOMES COULD BE BUILT IN LESS DENSE, MASS-TRANSIT ACCESSIBLE NEIGHBORHOODS IN GATEWAY AND BEYOND, WITH MUCH GREATER EFFECT ([HTTP://WWW.OREGONLIVE.COM/PORTLAND/INDEX.SSF/2013/07/BROKEN\\_PROMISES\\_GATEWAYS\\_LOST.HTML](http://www.oregonlive.com/portland/index.ssf/2013/07/broken_promises_gateways_lost.html)). BUT HISTORICALLY THERE HAS BEEN LITTLE MONEY FOR REVITALIZING GATEWAY, OR IN BUILDING COMPLEXES FOR THE HOMELESS, OR MODEST DWELLINGS FOR THE POOR. THE REALITY IS THAT THIS INFILL PROJECT ATTEMPTING TO LAUNCH ITSELF IN OUR NEIGHBORHOOD HAS VERY LITTLE TO DO WITH PROVIDING ACCESSIBLE HOUSING FOR THE POOR, AND VERY MUCH TO DO WITH DEVELOPERS INTERESTED IN REAPING MORE PROFITS BY SELLING **MORE** HOUSES AT CURRENT MARKET PRICES IN **ALREADY** ESTABLISHED DESIRABLE AREAS--"ACCESSIBLE" TO ONLY THOSE WHO CAN AFFORD PORTLAND'S SPIRALING REAL ESTATE MARKET.

9. SOCIALLY CONSCIOUS PLANNING WITH **AUTHENTIC** CONCERNS FOR ACCESSIBILITY MIGHT REQUIRE PROFIT-DRIVEN DEVELOPERS TO PROVIDE X AMOUNT OF TRULY LOW INCOME HOUSING, IN TRANSIT ACCESSIBLE OUTLYING AREAS OF PORTLAND, FOR EVERY SO MANY SQUARE FEET OF HIGH DENSITY APARTMENT COMPLEXES THEY BRING INTO PORTLAND. THIS WOULD CONSTITUTE A CONTROL ON RAMPANT GROWTH WHILE REQUIRING A SOCIAL CONSCIOUSNESS ON THE PART OF DEVELOPERS FOR GROWTH TO OCCUR. IF PORTLAND IS THE VALUABLE HOUSING MARKET EVERYONE SEEMS TO THINK IT IS, GROWTH MAY BE SLOWED BY THIS KIND OF “TAX“, BUT THERE WILL STILL BE INTEREST.
10. IT IS IMPORTANT TO NOTE HERE TOO THAT MEADOWPARK LOTS ARE **NOT** ORIGINAL SUBSTANDARD LOTS OF RECORD. THE ORIGINAL LOTS WERE PLATTED IN 25’ INCREMENTS AS **PLATS OF CONSOLIDATION**. NOW THIS ZONING LAW WOULD BE TRYING TO CHANGE THESE INTO PLATS OF SUBDIVISION, BUT THIS WAS **NEVER** THEIR ORIGINAL PARCELLIZATION.
- 10 IN A COMPARABLE ZONING AMENDMENT IN BOISE, IDAHO BETWEEN 1999-2002, EXPERIENCE SHOWS THAT WITHOUT RESISTANCE ON THE PART OF NEIGHBORHOODS INVOLVED, CITY OFFICIALS THERE DID LITTLE TO REGULATE ARCHITECTURAL DESIGN OR REQUIRE SERVICES/AMENITIES TO ACCOMPANY REDEVELOPMENT. AS IS THE CASE WITH THIS REZONING ATTEMPT HERE IN PORTLAND NOW AS WELL, THEY ALSO INITIATED THE REZONING AS AN ADMINISTRATIVE ACT, WITH LIMITED OPPORTUNITY FOR OPPOSITION (AS IN THE PORTLAND PLANNING COMMISSION CURRENTLY DICTATING A 2-MINUTE LIMIT ON TESTIMONY FROM CONCERNED NEIGHBORS), RATHER THAN BRINGING IT TO THE PEOPLE THEMSELVES FOR A VOTE. EFFECTIVE ARGUMENT WITH NO POWER TO BACK IT UP, HOWEVER WELL DOCUMENTED, SEEMS UNLIKELY TO SWAY THE PORTLAND PLANNING AND SUSTAINABILITY COMMISSION TO STRIKE DOWN THIS REZONING REQUEST. BY ADMINISTRATIVELY UNDERMINING HEALTHY RESISTANCE FROM PEOPLE CONCERNED ABOUT THEIR NEIGHBORHOODS IN BOISE, REDEVELOPMENT OF SMALLER LOTS DRAMATICALLY ESCALATED, IN THE NAME OF “ACCESSIBILITY”, AS VACANT LAND SCARCITY AND RAPIDLY RISING LAND VALUES SPURRED DEVELOPERS ON. THIS TYPE OF REDEVELOPMENT BECAME WIDESPREAD, EXISTING HOUSES WERE DEMOLISHED, PARCELS SPLIT INTO SMALLER LOTS, AND NEW AND MORE NUMEROUS HOUSES WERE CONSTRUCTED IN INCREASING DENSIFICATION THAT NEGATIVELY CHANGED THE CHARACTER OF BOISE NEIGHBORHOODS TO THIS DAY. (SEE IDAHO SMART GROWTH’S “THE CONSEQUENCES OF RESIDENTIAL INFILL DEVELOPMENT ON EXISTING NEIGHBORHOODS IN THE TREASURE VALLEY” [HTTP://WWW.IDAHOSMARTGROWTH.ORG/APP/UPLOADS/2014/04/ULIISG\\_INFILL\\_REPORT1.PDF](http://www.idahosmartgrowth.org/app/uploads/2014/04/ULIISG_INFILL_REPORT1.PDF) THE POSITIVE ANECDOTAL EXCEPTION IN THE STUDY WAS THE FAVORABLE SURVEY REPOSSES SPECIFICALLY FROM PEOPLE WHO BOUGHT THE NEW INFILL HOUSES) WE CAN LEARN SOMETHING FROM THIS. REZONING SHOULD NOT BE CHANNELED AS SOLELY AN ADMINISTRATIVE ACT. GIVEN THE REALITY OF **ALREADY** EXISTENT OVERCROWDING IN THE BEAUMONT WILSHIRE NEIGHBORHOOD, IT IS SIMPLY IRRESPONSIBLE, AND TANTAMOUNT TO THE FOX “REZONING” HOW CHICKEN COOPS WILL BE MADE.
11. OUR NEIGHBORHOOD HAS A LONG-ESTABLISHED PORTLAND “IDENTITY” THAT MAKES IT DESIRABLE TO LIVE HERE IN SO MANY WAYS. THAT IDENTITY, THE VIBRANCY THAT MAKES IT DESIRABLE, IS ALREADY BEING DRAMATICALLY UNDERMINED BY INCREASING DENSIFICATION. THERE ARE **ALREADY** MANY INDICATORS OF THIS:
12. WHILE SUSTAINABLE INFILL MAY HAVE A PLACE IN MEETING THE NEEDS OF URBAN GROWTH. INCREASED RESIDENTIAL IN-FILL IN ALREADY SATURATED NEIGHBORHOODS SUCH AS OURS IS BEING ACCOMMODATED BY HIGHER INCIDENCES OF CRIME, GREATER ALIENATION OF PEOPLE FROM THEIR

ENVIRONMENT, AND REDUCTION IN REAL PROPERTY VALUES—IT IS ESSENTIALLY AN ASSAULT BY THE CITY IN CASHING IN WITH DEVELOPERS TO EXPLOIT THE PEOPLE WHO HAVE MADE THIS NEIGHBORHOOD NOW THE DESIRABLE COMMODITY THAT IT IS. THIS CAN BE **DOCUMENTED**.

13. ACCORDING TO AMANDA FRITZ, IN 2008, OREGON HAD LARGE DECREASES IN BOTH VIOLENT AND PROPERTY CRIME. WITH THE LARGEST DECREASE OF ANY STATE IN VIOLENT CRIME RATE (10.6%) AND THE 8<sup>TH</sup> LARGEST DECREASE IN THE PROPERTY CRIME RATE AT 6.9%. THE LAST TIME VIOLENT CRIME IN OREGON WAS LOWER WAS 1970, AND THE PROPERTY CRIME RATE HAD NOT BEEN LOWER SINCE 1966, MOVING OREGON DOWN TO THE 40<sup>TH</sup> HIGHEST VIOLENT CRIME RATE AND THE 23<sup>RD</sup> HIGHEST PROPERTY CRIME RATE-- BOTH RECORD LOWS. [HTTPS://WWW.PORTLANDONLINE.COM/FRITZ/INDEX.CFM?C=49233&A=272362](https://www.portlandonline.com/fritz/index.cfm?c=49233&a=272362). NOW IN 2018, HOWEVER, THE CRIME RATE IN PORTLAND IS HIGHER THAN IN 89.6% OF CITIES IN THE UNITED STATES [HTTP://WWW.CITY-DATA.COM/CRIME/CRIME-PORTLAND-OREGON.HTML](http://www.city-data.com/crime/crime-portland-oregon.html). THE CRIME INDEX FOR THE CITY IN 2016 WAS 409.9, COMPARED WITH A NATIONAL INDEX OF 236.5. THEFTS PER 100,000 IN PORTLAND IN 2009 HAD DROPPED DOWN TO 19,624, BUT SINCE THEN HAVE ONCE AGAIN BEEN CLIMBING SLOWLY TO 24,099 IN 2016 [HTTP://WWW.CITY-DATA.COM/CRIME/CRIME-PORTLAND-OREGON.HTML](http://www.city-data.com/crime/crime-portland-oregon.html). WHILE THE VAGUE CATEGORY OF “SERIOUS” CRIMES, USED BY THE PLANNING COMMISSION IN MAKING ITS CASE, MAY HAVE DROPPED ([HTTP://WWW.PORTLANDONLINE.COM/PORTLANDPLAN/INDEX.CFM?C=45722&A=632343](http://www.portlandonline.com/portlandplan/index.cfm?c=45722&a=632343)), THE OVERALL INCIDENCE OF CRIME HAS **RISEN** SIGNIFICANTLY. THE STATISTICS ARE THERE—IT’S JUST A MATTER OF WHAT YOU WANT TO LOOK AT. FAR AND AWAY THE BULK OF THE CRIME IN PORTLAND OCCURS IN MULTNOMAH COUNTY (SEE CRIME STATISTICS FOR MULTNOMAH COUNTY IN THE APRIL 2018 “PORTLAND MONTHLY” MAGAZINE)
14. FROM A PURELY IMMEDIATE STANDPOINT, THE INCREASE OF CRIME IN MULTNOMAH COUNTY, AND A TESTAMENT TO THE EXTENT TO WHICH OUR POLICE FORCE IS OVERWHELMED BY IT IN CONSEQUENCE, CAN BE SEEN SIMPLY IN THE INCREASED RESPONSE TIMES TO CRIME WITH POLICE HAVING TO MORE CRITICALLY TRIAGE THEIR SERVICES. SO, FOR INSTANCE, WHEN WE HAD OUR CAR WINDOW SMASHED AND BROKEN INTO, IT TOOK THE POLICE LITERALLY HOURS TO COME OUT. OTHERS OF OUR NEIGHBORS HAVE SIMILAR EXAMPLES.
11. BY 2016 STATISTICS, THE AVERAGE HOUSEHOLD SIZE IN BEAUMONT WILSHIRE (BW) WAS 5.9 PEOPLE, AS COMPARED TO 2.4 PEOPLE FOR PORTLAND AS A WHOLE. THE PERCENTAGE OF FAMILY HOUSEHOLDS IN BW WAS 50.9%, AS COMPARED TO 40.4% OF PORTLAND AS A WHOLE. ADDITIONALLY, 73.6% OF THOSE BW HOUSEHOLDS HAVE MARRIED COUPLES WITH BOTH WORKING TO MAKE ENDS MEET, AS OPPOSED TO 72.6% FOR PORTLAND AS A WHOLE. OF THE 2852 HOUSES CURRENTLY IN BEAUMONT WILSHIRE, 1630 (57%) WERE BUILT BEFORE 1939. THESE STATISTICS ARE GOOD INDICATORS THAT AS A COMMUNITY OF HARD WORKING FAMILIES IN LOVINGLY TENDED HISTORIC HOMES, WE ARE DOING **ALREADY** MORE THAN OUR SHARE OF PROVIDING HOUSING FOR RESIDENTS OF OUR CITY. [HTTP://WWW.CITY-DATA.COM/CRIME/CRIME-PORTLAND-OREGON.HTML](http://www.city-data.com/crime/crime-portland-oregon.html)
12. PEOPLE WHO ARGUE FOR RESIDENTIAL INFILL TRY TO MAINTAIN THAT IT IS GOOD FOR A COMMUNITY BECAUSE PROPERTY VALUES ACTUALLY GO UP. HISTORICALLY, THE REALITY OF THIS IS A LITTLE DIFFERENT THAN THEY WOULD IMPLY. IT’S ALL A MATTER OF HOW YOU CHOOSE TO “SLICE THE PIE” IN MAKING YOUR CASE. RESIDENTIAL INFILL CAN EVEN LEAD TO LOWER SALES PRICES PER HOME, BUT AT HIGHER PRICES PER SQUARE FOOT AND THUS INCREASED PROPERTY VALUES— ESSENTIALLY AN INCREASE IN CITY PROPERTY TAX BASE AT HOMEOWNER’S EXPENSE. THE AFFECT THIS CAN HAVE ON NEIGHBORHOODS IS A HIDDEN TAX ABOVE AND BEYOND CURRENT PROPERTY TAXES, BROUGHT ABOUT BY ERODING

NEIGHBORHOOD INTEGRITY. THINK OF IT THIS WAY: IF YOU TAKE A 50-FOOT-FRONT PROPERTY SELLING AT \$500,000.00, WHERE ONE FAMILY IS PAYING \$6,000.00 IN PROPERTY TAXES, AND DIVIDE IT INTO TWO 25-FOOT-FRONTAL PROPERTIES SELLING AT \$350,000 EACH, WITH PROPERTY TAXES NOW AT \$4,000.00 EACH, THE OVERALL PROPERTY VALUE OF THE PARCELS GOES UP BY \$200,000.00, AND THE CITY TAX BASE INCREASES BY \$2,000.00, SO YOU COULD INDEED SAY THAT PROPERTY VALUES ARE GOING UP, WHILE IT IS EQUALLY THE CASE THAT RESIDENTS ARE NOW GETTING LESS VALUE FOR **MORE** MONEY. WHO IS IT THAT WINS HERE IN THIS STATISTICAL GAME? IT IS **NOT** THE NEIGHBORHOODS. AS HOUSING COSTS RISE WE ARE WITNESSING SHARP DECREASES IN THE NUMBER OF ECONOMIC SELF-SUFFICIENT HOUSEHOLDS IN PORTLAND ([HTTP://WWW.PORTLANDONLINE.COM/PORTLANDPLAN/INDEX.CFM?C=45722&A=632343](http://www.portlandonline.com/portlandplan/index.cfm?c=45722&a=632343))

13. PEOPLE MAKE THE ARGUMENT THAT PORTLAND NEEDS AFFORDABLE HOUSING AND SO THESE SUBDIVISIONS ARE NECESSARY. WE CURRENTLY ARE SEEING INSTANCES OF 1 BEDROOM/STUDIO APARTMENTS BEING BUILT OVER GARAGES IN OUR NEIGHBORHOOD AND RENTING FOR \$2,000.00 OR MORE A MONTH. MY WIFE AND I MOVED TO PORTLAND IN 1998 AND TOOK A MORTGAGE ON OUR CURRENT 2 BEDROOM HOME FOR WHICH WE PAY ABOUT \$1300.00 PER MONTH (THIS INCLUDES HOMEOWNER'S INSURANCE AND CURRENT PROPERTY TAXES). IRONICALLY, WE WOULD BE UNABLE TO AFFORD A 1-BEDROOM APARTMENT OVER A GARAGE FOR \$2000.00 A MONTH TODAY. EVEN A "REDUCED" RATE OF \$1500.0 WOULD BE A CHALLENGE. THE ISSUE OF WHAT IS LABELLED AS PROVIDING AFFORDABLE HOUSING IN A HOUSING MARKET WITH RISING PRICES IS THEREFORE A PERPETUALLY RELATIVE TERM. A VERY GOOD CASE CAN BE MADE IN LIGHT OF RESIDENTS SUCH AS OURSELVES THAT PORTLAND IS **ALREADY** OFFERING MORE ACCESSIBLE HOUSING THEN WILL BE THE CASE WITH DEMOLITION AND NEW HIGHER MORTGAGED HOMES. REPLACING A 2-3 BEDROOM HOME WITH TWO MORE EXPENSIVE 1-2 BEDROOM HOMES, FOR INSTANCE, IS NOT NECESSARILY AN INCREASE IN ACCESSIBILITY.
14. THOSE OF US WHO LIVE ON NE 33<sup>RD</sup> ARE WELL AWARE OF THE DRAMATIC INCREASE IN TRAFFIC THERE AS OPPOSED TO ONLY A FEW YEARS AGO. THE INCREASE IS ACROSS ALL HOURS OF THE DAY, AND BUMPER TO BUMPER IN THE MORNING AND EVENINGS. INCREASING RESIDENTIAL INFILL IN THIS AREA IS ONLY GOING TO INCREASE THIS PROBLEM, AND BRING EVEN MORE TRAFFIC INTO TYPICALLY SUBSTANDARD SIDE STREETS AS WELL (WITH POTENTIALLY EVEN HIGHER TAXES TO PAY FOR UPGRADES, ABOVE AND BEYOND THE \$64 MILLION FUNDED BY MEASURE 26-173 IN 2016).
15. ALL OF US WHO LIVE IN THIS AREA ARE WITNESSING THIS INCREASED SIDE-STREET TRAFFIC AS WELL—IT BEING PART OF THE REASON FOR THE RECENT "TWENTY IS PLENTY" PUSH. THE REALITY OF MORE AND MORE PEOPLE TRAVELING THROUGH OUR NEIGHBORHOODS IN A HURRY TO GET SOMEWHERE ELSE, WITHOUT REGARD FOR THE RESIDENTS THEY SPEED PAST, IS ANOTHER EXAMPLE OF OUR NEIGHBORHOOD **ALREADY** BEING TAXED BY DENSITY. PORTLAND DATA RELEASED IN MAY OF 2017, SHOWS INCREASES IN ALL CATEGORIES OF MOTOR VEHICLE ACCIDENTS, AS WELL AS INCREASED INCIDENCES INVOLVING PEDESTRIANS. [HTTP://WWW.OREGON.GOV/ODOT/DATA/DOCUMENTS/QUICKEFACTS\\_2015.PDF](http://www.oregon.gov/odot/data/documents/quickefacts_2015.pdf)
16. INCREASED ROAD TRAFFIC AND ACCIDENTS ALSO LEADS BIKERS, IN THE INTEREST OF THEIR SAFETY IN NOT WANTING TO BIKE ON HEAVILY TRAFFICKED NARROW NEIGHBORHOOD ROADS, TO RIDE MORE NOW ON SIDEWALKS, ALREADY TOO NARROW TO ACCOMMODATE MORE THAN TWO ABREAST. BICYCLES ON SIDEWALKS ARE

- ILLEGAL AND CONSTITUTE ANOTHER HAZARD OF THEIR OWN, BUT AS TRAFFIC DENSITY INCREASES, THIS BECOMES ANOTHER REALITY REFLECTIVE OF THIS DENSITY.
17. WITH INCREASED TRAFFIC ALSO COMES INCREASED CARBON MONOXIDE AND OTHER POLLUTANTS (INCLUDING NOISE POLLUTION), ALREADY CERTAINLY A PROBLEM ON NE 33<sup>RD</sup> AVENUE, BUT ELSEWHERE IN BW AS WELL. EVEN AS CARBON EMISSIONS FOR PORTLAND AS A WHOLE HAVE DECLINED SINCE 1990 ([HTTP://WWW.PORTLANDONLINE.COM/PORTLANDPLAN/INDEX.CFM?C=45722&A=632343](http://www.portlandonline.com/portlandplan/index.cfm?c=45722&a=632343)), THEIR **CONCENTRATION** IN SELECT AREAS OF PORTLAND CAN BE SEEN TO BE INCREASING —WITH THE CARBON EMISSIONS ON NE 33<sup>RD</sup>, FREMONT, NE 39<sup>TH</sup>, AND NE 42<sup>ND</sup> ALONE, THE BEAUMONT WILSHIRE AREA IS **ALREADY** CARRYING MORE THAN ITS SHARE OF THIS LOAD.
  18. AS TRAFFIC INCREASES, CRIME GOES UP ALIENATION FROM ONE’S COMMUNITY RISES, ETC., NEIGHBORHOOD INTEGRITY GETS FURTHER ERODED UNTIL DEVELOPERS, WITNESSING THE LOSS OF A NEIGHBORHOOD’S IDENTITY HAVING OCCURRED, BEGIN TO GET AN EYE FOR POTENTIALLY EVEN LARGER PROJECTS--PROJECTS FOR APARTMENT COMPLEXES, FOR EXAMPLE (AS IN THE ABOVE-MENTIONED RECENT ATTEMPT BEING MADE TO DO THIS ON NE 33<sup>RD</sup> BELOW FREMONT) THAT WOULDN’T DARE BE CONCEIVED BUT A FEW YEARS EARLIER. WHILE LARGE COMPLEXES MAY HAVE A **CAREFULLY** PLANNED PLACE ON WIDER AND MORE ACCESSIBLE STREETS (I.E., A GREATER ROADWAY NETWORK LIKE SANDY BOULEVARD), THEY SHOULD **NOT** BE PERMITTED TO INVADGE THE IDENTITY OF OUR ESTABLISHED RESIDENTIAL NEIGHBORHOODS. AS A NEIGHBORHOOD LOSES ITS IDENTITY IT IS MORE SUSCEPTIBLE TO BEING INVADGED BY DEVELOPERS FEELING “THE FOOT IN THE DOOR” THAT LOSS OF DEFINED IDENTITY AND CORRESPONDING LOSS OF SOCIAL SPACE PROVIDES. THIS RESIDENTIAL INFILL REZONING WILL SERVE TO ALLOW JUST SUCH A FOOT IN A DOOR THAT IS **ALREADY** OPEN BEYOND HEALTHY LIMITS.
  19. RESIDENTIAL INFILL CONSTITUTES A LOSS OF PUBLIC AND PRIVATE NEIGHBORHOOD SPACE. GREATER LOSS OF MATURE TREES, CUT DOWN TO ACCOMMODATE MORE HOUSING, MEANS A GREATER CARBON FOOTPRINT, AND LESS SPACE BETWEEN YOU AND YOUR NEIGHBOR MEANS LESS ACCESSIBILITY TO SURROUNDING NATURE, WITH PEOPLE PUTTING UP MORE FENCES BETWEEN THEMSELVES AND THEIR NEIGHBORS TO GAIN NEEDED PRIVACY BROUGHT ON BY CLOSER PROXIMITY. AS HERBERT GANS AND OTHERS HAVE SHOWN (SEE, FOR EXAMPLE, **THE URBAN VILLAGERS**), INFILL AND THE CREATION OF TIGHTER SOCIAL SPACE INCULCATES GREATER SOCIAL DISTANCE AND A LOSS OF NEIGHBORHOOD INTEGRITY AS PEOPLE BEGIN TO DEFINE SOCIAL SPACE MORE **INWARDLY**—FINDING THEIR SOCIAL SPACE LESS OUTSIDE THEIR HOMES AND MORE **WITHIN** THEM. MORE HIGH FENCES, LESS GROUND UPON WHICH TO GARDEN AND ENJOY OUTSIDE, LESS SPACE OUTSIDE FOR CHILDREN TO PLAY, LESS TIME OUTSIDE OVERALL IN ONE’S NEIGHBORHOOD, ALSO MEANS LESS EYES REGULARLY OUTSIDE AND LOOKING OUT ONTO PUBLIC SPACES, AND SO CONSEQUENTLY A GREATER LOSS OF AN OTHERWISE BUILT-IN SOCIAL POLICING MECHANISM. MORE BUILDINGS, AND HIGHER BUILDINGS, ALSO BRINGS WITH IT LOSS OF NATURAL LIGHT AND LOSS OF VIEWS THAT DEFINE A MORE HUMAN SCALE (SEE CHRISTOPHER ALEXANDER ET. AL., **A PATTERN LANGUAGE** FOR EXPERIENTIALLY-BASED ARTICULATIONS OF THESE EXAMPLES)
  20. IN HER BOOK, **WELCOME TO YOUR WORLD**, INTERNATIONALLY RECOGNIZED ARCHITECT AND AUTHOR SARAH WILLIAMS GOLDHAGEN MAKES THE POINT THAT WE NEED ARCHITECTURAL DESIGN AND PROPORTION THAT TAKES INTO ACCOUNT

HOW OUR HUMAN FORMS AND SENSORY AND MOTOR FACULTIES DETERMINE WAYS IN WHICH WE OCCUPY AND ENGAGE WITH OUR PHYSICAL ENVIRONMENTS. THE MORE COMPREHENSIVE AND DEEPER THIS UNDERSTANDING IS REFLECTED IN URBAN PLANNING, THE LESS STRESSFUL AND MORE NOURISHING OUR ENVIRONMENTS ARE. INCORPORATIONS OF SOCIALLY ACCESSIBLE ELEMENTS, SUCH AS THESE EXAMPLES OF SURROUNDING NATURE, LIGHTING AND SOCIAL SPACE GIVEN ABOVE, ALL SERVE TO HUMANIZE BUILT ENVIRONMENTS AND ATTRACT PEOPLE TO WANT TO BE IN THEM—AND HAVE ALSO BEEN FOUND IN STUDIES TO SIGNIFICANTLY LOWER SUCH STRESS INDICATORS AS HEART RATES, BLOOD PRESSURE AND CORTISOL LEVELS. CONSCIOUSLY ENGINEERING THIS ACCESSIBLE SOCIALITY IS ULTIMATELY MORE IMPORTANT THAN PUSHING FOR “ACCESSIBLE HOUSING” AT ALL COSTS.

21. INFILL PROJECTS TAKE SPACE FROM THE NEIGHBORHOOD WHILE GIVING NOTHING PUBLICALLY BACK IN RETURN. SCHOOLS LIKE BEVERLY CLEARY AND GRANT HIGH ARE ALREADY BEYOND CAPACITY (SEE, FOR EXAMPLE, [HTTP://KATU.COM/NEWS/LOCAL/OVERCROWDING-PLAGUES-BEVERLY-CLEARY-SCHOOL](http://katu.com/news/local/overcrowding-plagues-beverly-cleary-school), AND [HTTPS://PDXEAN.WORDPRESS.COM/2014/02/05/OVERCROWDING-IN-THE-GRANT-CLUSTER-WHAT-CAN-BE-AND-IS-BEING-DONE-BY-KELSEY-ROBERTSON/](https://pdxean.wordpress.com/2014/02/05/overcrowding-in-the-grant-cluster-what-can-be-and-is-being-done-by-kelsey-robertson/)). DO WE REALLY SERVE THE INTEREST OF “ACCESSIBILITY” BY CRAMMING MORE PEOPLE INTO OUR NEIGHBORHOOD TO FLOOD THESE SCHOOLS EVEN MORE? HAVE YOU SEEN THE LONG LINES AT HOLLYWOOD THEATER OR KENNEDY SCHOOL LATELY? MORE OFTEN THAN NOT NOW IT IS THE CASE THAT IF YOU WANT TO GUARANTEE GETTING A SEAT FOR A FILM YOU NEED TO GO ONLINE AND PURCHASE IT IN ADVANCE. OUR NEIGHBORHOODS ARE BECOMING MORE CROWDED, AND THE PUBLIC FACILITIES FOR SERVING THESE NEIGHBORHOODS ARE IN TURN BECOMING MORE TAXED BY THE DEMANDS OF THESE CROWDS. IN CONSEQUENCE OUR NEIGHBORHOOD IS ALREADY BEING CHALLENGED IN TERMS OF ITS DESIRABILITY AS A PLACE TO LIVE.
22. THERE ARE MANY OLDER HISTORIC HOMES IN OUR NEIGHBORHOOD. THE FIRST OBJECTIVE IN ACCOMMODATING CHANGE IN OLDER NEIGHBORHOODS LIKE OURS SHOULD BE TO ENCOURAGE REGULATIONS AND LAND USES THAT ALLOW FOR DEVELOPMENT THAT BLENDS WITH EXISTING HOMES AND PRESERVES HISTORIC LANDMARKS AND THE NEIGHBORHOOD’S IDENTITY. THE MORE WE AS NEIGHBORS ALLOW THE CITY AND OUTSIDE DEVELOPERS TO ENGAGE IN DECONSTRUCTING OUR IDENTITY, THE LESS GROUND WE HAVE FOR HOLDING ONTO IT.
23. FROM WHERE DO PROJECTIONS COME REGARDING PORTLAND’S FUTURE POPULATION GROWTH? METRO CURRENTLY CALCULATES SUCH GROWTH VIA A DEMOGRAPHIC “METROSCOPE” EQUATION THAT ESTIMATES TOMORROW’S POPULATION BASED UPON TODAY’S POPULATION PLUS CHANGES IN BIRTHS, DEATHS AND NET MIGRATION IN THE ENTIRE METROPOLITAN STATISTICAL AREA. IN PORTLAND, WITH OVERALL LOWER BIRTH AND FERTILITY RATES, THE MAIN CONTRIBUTING VARIABLE IN THIS EQUATION IS NET MIGRATION. MIGRATION TOTALS IN PORTLAND ARE DEVELOPED USING AN ECONOMETRIC MODEL THAT PRODUCES A TREND MIGRATION-LEVEL FORECAST. THESE ASSUMPTIONS ARE PRODUCED USING A “SURVIVED POPULATION METHOD” BETWEEN THE LAST TWO DECENNIAL CENSUSES (I.E., 2000 AND 2010). BY DECOMPOSING THE COMPONENTS OF POPULATION CHANGE BETWEEN THE LAST TWO CENSUS YEARS, CHANGE IN GROWTH DUE TO BIRTHS, DEATHS AND NET MIGRATION IS COMPUTED AND RATIOS ARE EXTRAPOLATED TO PRODUCE MIGRATION DETAILS GOING FORWARD (<https://www.oregonmetro.gov/sites/default/files/2016/07/01/FAQ-%20Metro-2060-Population-Forecast.pdf>) SIMPLY PUT THEN, FUTURE MIGRATION RATES ARE EXTRAPOLATED BASED UPON PAST



MIGRATION RATES. THIS IS THUS AN HISTORICALLY BASED PREDICTION THAT DOES NOT TAKE INTO ACCOUNT VARIABLES SUCH AS SATURATION, INFRASTRUCTURAL DEVELOPMENT, COST OF LIVING, EVER SHIFTING DESIRABILITY OF AN AREA IN RELATION TO OTHER AREAS, LOCALLY IMPOSED CONSTRAINTS ON GROWTH, CHANGES IN NATIONAL TRENDS, ETC.

24. OF COURSE EVERY CITY HAS AN INTEREST IN GROWTH, IN INCREASING ITS INDUSTRY/BUSINESS, INCREASING ITS TAX BASE, ETC., AND THIS IS ESPECIALLY THE CASE UNDER THE CURRENT FEDERAL ADMINISTRATION WHEN MUCH FEDERAL FUNDING IS BEING CUT BACK. SO THERE IS ALWAYS AN UNDERLYING INTEREST IN SUCH PROJECTIONS TO PAINT A PICTURE, WHENEVER POSSIBLE, OF A VIBRANT AND GROWING CITY. ON THE OTHER HAND, IN HIS WORK ON LIMITS TO GROWTH, ANDREA KRISTINDOTTIR MAKES A CASE FOR SUSTAINABLE AND TRULY BENEFICIAL URBAN GROWTH BEST ARISING BY INCORPORATING ASPECTS OF “DEGROWTH”—AN EQUITABLE DOWNSCALING OF CONSUMPTION AND PRODUCTION IN ORDER TO LIVE WITHIN **THE PACE** OF A CITY’S ECOLOGICAL LIMITS. THIS WAY OF THINKING IS RELEVANT TO URBAN PLANNING WHERE GROWTH IS MEASURED IN URBAN STRUCTURES, AND THE CONSUMPTION WITHIN THEM, WHICH THEN LEAD TO EXTENSIVE SOCIAL AND ENVIRONMENTAL IMPACTS. IT DOES NOT MEAN NEGATIVE GROWTH, BUT SIMPLY DIFFERENT OBJECTIVES. AS A RESULT, THE GROWTH OF THE ECONOMY, AND ITS IMPACT IS TEMPERED, BECAUSE REDUCING SOCIAL AND ENVIRONMENTAL IMPACT WHILE CONTINUING TO SPIRAL ECONOMIC GROWTH IS NOT POSSIBLE (SEE DEGROWTH: A VOCABULARY FOR A NEW ERA, BY D’ALISA, DEMARIA & KALLIS, 2015).

“FROM A SUSTAINABILITY POINT OF VIEW, THE MOST PROBLEMATIC TRAITS OF DEVELOPMENT IN THE CITIES OF THE INDUSTRIALIZED COUNTRIES ARE CLOSELY LINKED TO ECONOMIC GROWTH AND THE STRATEGIES OF BUSINESSES AND AUTHORITIES TO STIMULATE THIS GROWTH” (SEE DESIGN FOR A SUSTAINABLE CULTURE: PERSPECTIVES, PRACTICES AND EDUCATION, BY HØYER & NÆSS, 2001, P. 181).

URBAN PLANNING HAS TRADITIONALLY BEEN A TOOL TO ACCOMMODATE GROWTH BY PLANNING FOR NEW BUILDINGS AND INFRASTRUCTURE, BUT HAS NOT REALLY ATTEMPTED TO CONTROL GROWTH. PLANNERS ARE OFTEN TECHNICAL PROFESSIONALS THAT ARE CLOSELY CONNECTED TO GROWTH RATIONALITIES, WHERE THEY PRODUCE PHYSICAL SOLUTIONS FOR CONSTRUCTING BUILDINGS AND INFRASTRUCTURE FOR CITIES WITH CONTINUOUSLY GROWING POPULATIONS THAT HAVE INCREASINGLY MORE SOCIAL AND ENVIRONMENTAL IMPACT (HØYER & NÆSS, 2001). TODAY, PLANNERS ARE FACED WITH CITIES AND HUMAN HABITATS HAVING OUTGROWN ECOLOGICAL LIMITS, AND THIS NEEDS TO BE ADDRESSED **NOT** IN CONTINUED RAMPANT GROWTH, BUT IN A MORE CONSCIOUS CREATION OF OUR SOCIAL WORLD—CHANGING THE WAY WE THINK ABOUT AND IMPLEMENT URBAN DEVELOPMENT, CONSTRUCTION AND CONSUMPTION, RESTRICTING WHAT HAS NEGATIVE SOCIAL AND ENVIRONMENTAL EFFECT, AND FURTHER LIVING OUR LIVES TO SCALE WITHIN OUR ECOLOGICAL BOUNDARIES. “WE HAVE TO ESTABLISH ECOLOGICAL BOUNDS ON HUMAN ACTIVITY, FIX THE ILLITERATE ECONOMICS OF RELENTLESS GROWTH, AND TRANSFORM THE DAMAGING SOCIAL LOGIC OF CONSUMERISM” (PROSPERITY WITHOUT GROWTH; ECONOMICS FOR A FINITE

PLANET, T. JACKSON, 2009, P. 204). FOR THIS, BUILDING STOCK NEEDS TO BE CONSCIOUSLY TEMPERED TO KEEP WITHIN AN AREA'S ECOLOGICAL LIMITS. URBAN PLANNING IS INFLUENTIAL WHEN IT COMES TO DETERMINING THE EXTENT OF RESOURCE USE. IF URBAN PLANNING PROCEEDS WITH GROWTH ALONE AS AN OBJECTIVE AND IMPLEMENTATION, THE NEGATIVE IMPACTS ARE LIKELY TO BE EXTENSIVE. IF "DEGROWTH" IS EMPHASIZED, HOWEVER, SOCIAL AND ENVIRONMENTAL DEGRADATION IS LIKELY TO BE DECREASED. THERE ARE DIFFERENT MINDSETS ABOUT HOW TO BEST GO ABOUT THIS, BUT ALL IN THIS FIELD AGREE UPON THE NECESSITY OF A CONSCIOUSLY PLANNED DENSIFICATION, WHICH TAKES INTO ACCOUNT SOCIAL AND ENVIRONMENTAL IMPACTS. ULTIMATELY, WHAT LIMITS THE GROWTH OF A CITY IS NOT HOW FAST IT CAN CRANK OUT CONSTRUCTION OF MORE BUILDINGS. IN THEORY, THERE IS NO LIMIT TO THE SIZE OF CITIES. IN PRACTICE, HOWEVER, GROWTH IS BOUND BY AN INABILITY TO MANAGE SIZE IN A WAY THAT MAXIMIZES SCALE OPPORTUNITIES AND MINIMIZES COSTS. LARGE URBAN CENTERS LIKE OURS REQUIRE LONG RANGE PLANNING THAT ASSESSES POLICY IMPACTS, AND STRONG MANAGERIAL SKILLS IN WALKING THE OPTIMAL BALANCES. THERE ARE PLENTY OF DYSFUNCTIONAL CITIES AROUND THE WORLD THAT HAVE NOT BEEN ABLE TO COPE WITH THE SPEED AT WHICH THEIR POPULATIONS HAVE EXPANDED, BECAUSE THEIR GOVERNMENTS DID NOT RECOGNIZE THAT THEY CAN EXERT CONTROL OVER THAT SPEED. PORTLAND HAS A STRONG HISTORY OF PROGRESSIVE URBAN PLANNING—WHY NOT LEARN FROM THE PATTERNS OF DYSFUNCTIONAL GROWTH OF OTHERS AND GET BEYOND THIS? WITHOUT SKILLFUL MANAGEMENT, CITIES BECOME CENTERS OF DECAY, GRIDLOCK, CRIME, URBAN SPRAWL, SLUM HOUSING, AND POLLUTION. THE QUALITY OF LIFE DETERIORATES AND ECONOMIC DYNAMISM FALTERS AS SCALE DISECONOMIES OUTWEIGH SCALE BENEFITS. OVER THE NEXT 2 DECADES IT WILL BE MEDIUM SIZED CITIES LIKE PORTLAND THAT WILL CARRY THE BULK OF THE POPULATION GROWTH OF TOMORROW, BUT THE POTENTIAL OF THIS GROWTH WILL HAVE A LOT TO DO WITH THE HUMAN TERMS CONSIDERED IN THEIR PLANNING (SEE RICHARD DOBBS AND JANNA REMES <https://www.mckinsey.com/featured-insights/urbanization/whats-the-biggest-limit-on-city-growth>)

25. URBAN GROWTH ARISING FROM PRESSURE FROM OUTSIDE DEVELOPERS NOT INTERESTED IN PLANNING, AND/OR FROM CITY CONCERNS FOR INCREASING THE TAX BASE WITHOUT A FARSIGHTED VISION THAT WILL PREVENT A SHORT-TERM SOLUTION FROM BECOMING A GREATER LONG TERM PROBLEM, WILL NOT ULTIMATELY SERVE PORTLAND'S BEST INTERESTS. HIGH DEMAND FOR HOUSING MEANS RAPIDLY RISING LAND VALUES AND OPPORTUNITIES TO MAKE MONEY. I TRULY BELIEVE THE PLANNING COMMISSION HAS THE INTEREST OF PORTLAND AT HEART. BUT HOW THIS WORKS OUT IN PRACTICE, WITH PEOPLE WHO WANT TO MAKE MONEY WITHOUT LONG RANGE CONCERN FOR PORTLAND, HAS TO BE CAREFULLY MEASURED. IF A PROPORTION OF PEOPLE FROM OUTSIDE PORTLAND WERE CONFRONTED WITH THE PROSPECT THAT THEY COULD NOT MOVE HERE AT THE TIME THEY WANTED, NOT BECAUSE HOUSING OR RENTAL PROPERTY ISN'T AVAILABLE, BUT BECAUSE THEY CAN'T FIND THE HOUSE OR NEIGHBORHOOD THEY WANT TO LIVE IN—SOMETHING WHICH HAPPENS IN EVERY CITY--WHAT WOULD HAPPEN TO OUR CITY WITH THIS KIND OF PACED GROWTH? WHAT WOULD HAPPEN IF, AS IN VANCOUVER, B.C., PORTLAND SET A 15% TAX ON FOREIGN-BASED REAL ESTATE INVESTMENTS? DO WE WANT TO MOVE TOWARD BECOMING SOME NIGHTMARISH VERSION OF PLACES LIKE GUTTENBERG OR UNION CITY OR HOBOKEN, NEW JERSEY? ISN'T THE ABSENCE OF SUSTAINABLE GROWTH PART OF THEIR PROBLEM

TODAY?

([HTTPS://EN.WIKIPEDIA.ORG/WIKI/LIST OF UNITED STATES CITIES BY POPULATION DENSITY](https://en.wikipedia.org/wiki/List_of_United_States_cities_by_population_density))

26. AS DEVELOPMENT EXPANDS, COSTS OF MATERIALS EXPAND ACCORDINGLY, BECAUSE OF THE HIGH DEMAND. WHILE COST INCREASE INDICES CURRENTLY HOVER AROUND 5% FOR 2017 ([HTTP://WWW.TURNERCONSTRUCTION.COM/COST-INDEX](http://www.turnerconstruction.com/cost-index)), IN REALITY THE TRANSLATION TO WHAT DEVELOPERS THEN CHARGE IS MUCH HIGHER. SO, FOR EXAMPLE, THE ROOFING INDUSTRY RECORDED ONE OF ITS MOST SUCCESSFUL YEARS EVER IN PORTLAND IN 2017. BASED UPON A RANDOM SURVEY OF 3 DIFFERENT ROOFING COMPANIES IN PORTLAND, THEIR PRICES TODAY ARE NOW 33% OR MORE ABOVE WHAT THEY WERE A YEAR AGO. IS THIS A MOVE TOWARD GREATER ACCESSIBILITY?
27. JANE JACOBS HAS SHOWN US THAT IN THE DEATH AND LIFE OF A CITY, THERE IS OFTEN THE PHENOMENON OF PEOPLE WANTING TO GET INTO VITAL AREAS BECAUSE THERE IS A CULTURE AND QUALITY OF LIFE THERE, OF WHICH THEY WANT TO BE A PART. BUT AS THE CROWDING-IN OCCURS, THIS CULTURE AND QUALITY OF LIFE IS INCREASINGLY CROWDED OUT, UNTIL WHAT IT IS THAT PEOPLE HAVE COME FOR, IS GONE. YOU CAN SEE THIS MICRO-ECONOMICALLY, FOR EXAMPLE, IN MAJOR CITY INTERSECTIONS, WHERE BANKS AND OTHER LARGE INSTITUTIONS WITH BUYING POWER PREFERENTIALLY MANUEVER TO OBTAIN DESIRABLE CORNER LOTS, UNTIL THERE IS ONLY ONE OR EVEN NO CORNER LOTS LEFT FOR ANYTHING ELSE, AND THE INTERSECTION BECOMES “DEAD”. WHAT KIND OF LIFE DO WE WANT OUR BEAUMONT WILSHIRE NEIGHBORHOOD TO HAVE? WHAT KIND OF LIFE DO WE WANT OUR CITY TO HAVE?
28. THE NATIONAL AVERAGE VACANCY RATE IN THE UNITED STATES AS OF 2015 WAS ABOUT 7%, RANGING FROM ABOUT 20% IN PARTS OF ALABAMA TO JUST UNDER 3% IN VERMONT ([HTTPS://WWW.APARTMENTLIST.COM/RENTONOMICS/RENTAL-VACANCY-RATES/](https://www.apartmentlist.com/rentonomics/rental-vacancy-rates/)) WHILE THE U.S. CENSUS BUREAU PLACES PORTLAND’S RENTAL HOUSING VACANCY RATE AT 3.4% (<https://www.portlandoregon.gov/phb/article/468119>), THIS CAN VARY GREATLY DEPENDING UPON WHERE YOU WANT TO LIVE IN PORTLAND. SO, FOR EXAMPLE, VACANCY RATES ARE CURRENTLY GENERALLY HIGHER IN DOWNTOWN, NORTHWEST PORTLAND, AND CLOSE-IN NORTHEAST AND SOUTHEAST, AND LOWEST IN OUTER NORTHEAST, BEAVERTON, ALOHA AND OREGON CITY. MANY EXISTING APARTMENT COMPLEXES IN THE NORTHEAST ARE ACTUALLY OFFERING INCENTIVES TO TRY TO ATTRACT RENTERS. WHILE THE PLANNING COMMISSION HAS AN UNDERSTANDABLE MISSION TO PLAN FOR RESPONSIBLE GROWTH, WE ARE NOT THEN SUFFERING A CRISIS OF ACCESSIBILITY IN THIS AREA. EVEN AS WE ARE ALREADY CARRYING MORE THAN OUR FAIR SHARE OF THIS GROWTH, THERE ARE STILL GOOD OPPORTUNITIES FOR PORTLANDERS WHO WANT TO LIVE HERE. (<http://www.hfore.com/concessions-and-submarket-vacancy-rates>) (WHILE WHAT CONSTITUTES BEING “CLOSE-IN” IN NORTHEAST PORTLAND VARIES IN THE REAL ESTATE LITERATURE, BY ALL ACCOUNTS THE BEAUMONT WILSHIRE NEIGHBORHOOD FITS WELL WITHIN THIS PARAMETER.) FOR ALL THESE REASONS, WE ARE AGAINST THIS ZONING PROPOSAL, AND CALL UPON THE PLANNING COMMISSION TO PROVIDE FOR A GROWTH, AT A PACE WE CAN ACCOMMODATE, WHILE GIVING PRIORITY TO CONTINUING TO MAINTAIN OUR CITY AS THE JEWEL THAT MOTIVATES PEOPLE TO WANT TO MOVE HERE IN THE FIRST PLACE.

SINCERELY,

DR ROBERT AND DONNA KELLUM  
3046 NE 33<sup>RD</sup> AVE  
PORTLAND, OR 97212  
503-331-7393

