

Amendment 41A: Commissioner Tallmadge

GP5-12, Policy 5.53

Edit: Modify policy to incorporate recommendations from Anti-Displacement dialog.

As amended: Renter ~~well-being~~ protections. Enhance renter ~~well-being~~ health, safety and stability through tenant's rights education, more enhanced building inspections, ~~and support of~~ regulations and incentives that ~~further housing stability~~ protect tenants and prevent involuntary displacement.

Rationale: More protective.

Staff Note: The elimination of "support of" may imply that regulations adopted to do this are land use regulations, which creates a legal framework that could undermine their utility.

Amendment 70A: Commissioner Baugh

Transportation System Plan Proposed Project List

Change Projects to YES on Financially Constrained list: #40020, 50001, 40118, 50014, 50039, 30108 and;

New Study: Joint PBOT/BPS/Portland Streetcar Inc study to evaluate eastside corridors to create a new transit service. Study should include most viable corridors, new funding mechanisms (including new value capture mechanisms), and linkage to affordable housing and other Portland Plan equity objectives.

Projects added to the financially constrained list include:

- 40020 - NE 92nd Ave Ped/Bike Improvements Construct a walkway for pedestrian travel and access to transit, and design and implement bicycle facilities. \$2.750 million
- 50001- Parkrose Connectivity Improvements -Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities. \$10.612 million
- 40118 – Sullivan’s Gulch Trail Segment 3 (the eastern segment from Hollywood to Gateway), \$14.2 million.
- 50014 – Pacific Street in Gateway – Streetscape Improvements, 9th to 102nd. Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes, and new signals. \$7.54 million.
- 50039 - Halsey/Wielder Streetscape Improvements. Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting. \$16 million.
- 30108 – N. Hayden Island Drive. Construct a multi-use path on one side of N Hayden Island Dr, and install pedestrian/bicycle crossing improvements. \$3 million.

Rationale: Provides public investment in the underserved eastside and provides a catalyst for economic improvement for business and residents. Additionally, it removes and or reduces barriers to improved transit in East Portland through improved pedestrian and street improvements. The goal of the changes is to support greater accessibility, housing options, employment, and economic development opportunities in East Portland.

Staff Note: Amendment 70 proposed to add certain projects to the Financially Constrained list: (#40020, 50001, 40118, 50014, 50039, 30108), and add a study of other potential East Portland streetcar extensions including a 102nd Avenue/Gateway Circulator. This amendment 70A modifies the study description.

See 70B below for additional staff response to 70, 70A and 70B.

Amendment 70B: Commissioner Smith

Transportation System Plan Proposed Project List

Change Projects to YES on Financially Constrained list: #40020, 50012, 90092, 90093 and add two new studies. Projects added to the financially constrained list include:

- 40020 – NE 92nd Ave Ped/Bike Improvements – Construct a walkway for pedestrian travel and access to transit, and design and implement bicycle facilities. \$2.750 million
- 50012 – NE 162nd Ave Bikeway – Design and implement separated in-roadway bicycle facilities. \$4.108 million
- 90092 – Inner Canby Neighborhood Greenway – Design and implement bicycle facilities. \$0.516 million.
- 90093 – Nevada Ct Neighborhood Greenway – Design and implement bicycle facilities. \$0.653 million.

New Study: Joint PBOT/BPS/Portland Streetcar Inc study to evaluate 102nd Ave/Gateway Circulator transit service for potential ridership, ability to advance goals for development of Portland's only Regional Center.

New Study: Joint PBOT/BPS/Portland Streetcar Inc study to evaluate corridors to create a new central city/inner-ring neighborhoods transit service. Study should evaluate most viable corridors for ridership and development, new funding mechanisms (including new value capture mechanisms) and linkage to affordable housing and other Portland Plan equity objectives.

Rationale: Selects the highest scored projects from East Portland and Southwest Portland not already on constrained list. Total dollar amount more closely matches funds likely to be freed up by amendment #69.

The two studies correspond to the following Portland Plan goal without assuming a pre-ordained choice of Streetcar as the mode: "Begin planning for two corridors identified in the streetcar Systems Concept, with at least one of the corridors serving neighborhoods outside the Central City."

Staff Note for 70, 70A, 70B: Amendment 70 proposed to add certain projects to the Financially Constrained list: (#40020, 50001, 40118, 50014, 50039, 30108), and add a study of other potential East Portland streetcar extensions including a 102nd Avenue/Gateway Circulator. This amendment 70B adds different projects, and modifies the study description, differently than the 70A option.

BPS and PBOT staff will work with commissioners to reconcile Amendment 70, 70A and 70B prior to the July 14 meeting. Initial BPS staff observations:

The proposed TSP already has several streetcar and transit-related studies. One of the proposed studies is similar to a study already in the plan:

The study already in the TSP study list: Perform follow up and alternatives analysis of the Streetcar System Plan (SSP) for up to three of its highest rated corridors.

Staff suggests these be merged. The wording of the studies should say it is being done without assuming a pre-ordained choice of Streetcar as the mode. In some corridors other modes may be appropriate. Trimet must also be a partner, and the corridors must complement the existing transit system. Operational costs should be a factor, considering the operating agreement. It should build from past streetcar studies, rather than starting over. With that in mind, a possible combined description could read as follows:

New study: Joint study with PBOT, BPS, Trimet, and Portland Streetcar Inc to evaluate corridors for enhanced inner-ring neighborhood transit service. Without assuming Streetcar as the pre-selected mode, the study should evaluate most viable transit corridors for ridership, development potential, relationship to existing transit, sustainability of operational costs, new funding mechanisms (including new value capture mechanisms), and linkage to affordable housing and other Portland Plan equity objectives. The study will build from analysis completed with the 2009 Streetcar System Concept Plan, and subsequent economic impact studies.

The adopted Streetcar System Concept Plan has several options for future spurs connecting from the new central loop into the surrounding neighborhoods, including Sandy/Burnside, Belmont, MLK, Johns Landing and 18/19 to Conway development. There is not likely to be enough money to build all of these potential extensions. This language enables further study of the previously recommended options, and does not accept the Johns Landing extension as a pre-determined outcome.

Another broad citywide study to evaluate all streetcar corridors is not necessary - the Streetcar System Concept Plan already did that, and arrived at a smaller list of the most viable candidate lines, including those listed above. Most of those lines are in the inner neighborhoods. The only line east of I-205 recommended for further near-term evaluation was a Gateway circulator on 102nd.

Staff's recommendation has been to focus TSP investments over the next decade on East Portland bike and pedestrian safety, Powell-Division HCT, and much better north-south frequent bus service east of I-205. We have not recommended further study of streetcar in outer East Portland because, with the exception of Gateway, the zoning is not dense enough to justify rail transit, and land values are not high enough to finance it. Our assumption with streetcar is that very little general transportation revenue or general fund revenue will be available for the financing of any future streetcar lines. As a result, any future streetcar extension will be reliant on other sources – such as a combination of federal funds and developer/property owner contributions through private-public partnerships. The kind of dense mixed-use development that is necessary to pay for streetcar is not currently economically viable in East Portland, and likely will not be within the next 20 years.

In the “inner-ring” neighborhoods, we have a different problem. There we are confident that dense mixed use growth is financially viable, and will likely continue to occur. But over the next 20 years that development may create transit demand above what the current bus system can accommodate, on some corridors. Studying that issue and planning for more services to support that growth may be appropriate, in addition to the investments we are making in East Portland.

Amendment 75: Commissioner Tallmadge

GP5-8, Policy 5.15

Edit: Modify policy to incorporate recommendations from Anti-Displacement dialog.

As amended: Involuntary displacement. When plans and investments are expected to create neighborhood change, limit the involuntary displacement of under-served and under-represented people. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently affordable housing ~~in~~ **affected communities** and to mitigate the impacts of market pressures that cause involuntary displacement.

Rationale: Broader need for permanently affordable housing.

Amendment 76: Commissioner Tallmadge

GP 5-8, Policy 5.16

Edit: Modify policy to incorporate recommendations from Anti-Displacement dialog.

As amended: Land banking. Support and coordinate with community organizations to ~~Create a land bank of publicly owned land to be held~~ hold land in reserve for construction of affordable housing, as an anti-displacement tool, and other community development purposes.

Rationale: Incorporate community organizations.

Amendment 77: Commissioner Tallmadge

GP5-10, Policy 5.28

Edit: Modify policy to incorporate recommendations from Anti-Displacement dialog.

As amended: Permanently affordable housing. Increase the supply of permanently affordable housing, [including both rental and homeownership opportunities](#).

Rationale: include both rental and homeownership.

Amendment 78: Commissioner Tallmadge

GP5-10, Policy 5.34

Edit: Modify policy to incorporate recommendations from Anti-Displacement dialog

As amended: Inclusionary ~~zoning~~ housing. Use ~~the~~ inclusionary zoning [and other regulatory](#) tools to effectively link the production of affordable housing to the production of market-rate housing.

Rationale: Broader use of tools.

Staff Note: The inclusionary zoning bill does not appear to have passed in this legislative session.

Amendment 79: Commissioner Oxman

Page GP7-11, Policy 7.3

Edit. Add reference to “plans and investments.”

As amended: Policy 7.3 Ecosystem services. In plans and investments, ~~C~~consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

Rationale: Editorial: Clarifies circumstances in which consideration should be given.

Staff note: This change is unnecessary. Staff is only suggesting the phrase “plans and investments” where there is a reference or direction to coordinate with other non-land use programs, such as stormwater management, housing, urban forestry, economic development, etc, to make it clear that we are not implying that those other referenced activities are land use programs. The added phrase in that context makes it clear that the land use decision that is the subject of the sentence. A more general policy like this one that lacks a reference to other city programs, so there is no chance that somebody will mistakenly apply the policy beyond the realm of land use.

Amendment 80: Commissioner Oxman

Page GP9-1; What is this Chapter About?

Edit fourth bullet point.

As amended: Ensure safety for users of all transportation modes, with attention to the most vulnerable right-of-way road users, including people with disabilities, those using mobility devices, the young, and the elderly.

Rationale: The transportation system has many types of right-of-way: streets, sidewalks, trails, etc. Is the concern about safety only for “roads”?

Amendment 81: Commissioner Oxman

Page GP9-10, Policy 9.6

Edit language.

As amended:

Policy 9.6 Transportation ~~hierarchy~~ strategy for people movement. Implement a ~~hierarchy~~ prioritization of modes for people movement by making transportation system decisions according to the following ~~prioritization~~ ordered list below:

~~1.1. Right of way users requiring special accommodation under the American's with Disabilities Act~~

~~1. 2.~~ Walking and use of wheelchairs or other mobility devices

~~2. 23.~~ ~~Cycling~~-Bicycling

~~3. Special Accommodations~~

~~3. 43.~~ Transit

~~4. 45.~~ Taxi / commercial transit / shared vehicles

~~5. 65.~~ Zero emission vehicles, and specified low emission vehicles

~~6. 67.~~ Other ~~private, single-low occupancy,~~ — vehicles

When implementing ~~the this~~ prioritization ~~hierarchy~~, ensure that:

The needs and safety of ~~each group of all road~~ right of way users are considered first, and changes do not make existing conditions worse for the most vulnerable users higher on the hierarchy. with special attention given to users who are more vulnerable to transportation-related injuries and other harms. Increased vulnerability may be the related to users' abilities, including but not limited to people using mobility devices, the young, and the elderly. Vulnerability also may be related to users' mode of transportation. For example, pedestrians and bicyclists are more vulnerable to injury from collisions with larger vehicles.

- All users' needs are balanced with the intent of optimizing the right of way for multiple modes of use on the same street, and right of way or area under consideration.
- ~~W~~hen necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Rationale is provided if modes lower in the hierarchy-ordered list are prioritized.

Specific modal policies are found below in policies 9.18-16 to 9.4139

Rationale:

- Re: ADA — Accommodation of people with varying abilities Including those needing accommodation under the ADA framework is critically important. Despite this, accommodation should not be considered a mode of transportation within the prioritized list.
- Re: ZEVs — There are likely to be improvements in technology that greatly decrease auto emissions and increase fuel economy in the coming 20 years. These improvements will produce larger classes of low emission vehicles. Current examples include plug-in hybrids, and electric vehicles with range extension generators. Because they emit far less CO2 and other pollutants than traditional autos, it is sensible public policy to create incentives for use/purchase of the most environmentally sound low-emission vehicles. Some jurisdictions have already defined classes of low emission vehicles.
- Re: implementation — Edits attempt to:
 - better define vulnerable users
 - address the needs of users who are vulnerable because of transportation mode

- address the needs of users whose vulnerability is related to ability/disability in a manner consistent with the 4th bullet point of the introduction on page GP9-1
- Emphasize that the prioritization is about a mix of benefits. Vulnerability does not completely align with the prioritization.
- Re: users' needs balanced — Attempting to clarify that implementation is around optimizing multiple modes on a specific street/right-of-way. Previous language could be read by the non-expert as calling for optimizing all possible modes on all streets.

Staff note: PBOT staff will be available to discuss this amendment.

Amendment 82: Commissioner Oxman

Page GP9-14, Policy 9.23

Edit language of verb and relationship to other modes.

As amended:

Policy 9.23 Transportation to job centers. ~~Encourage~~ Promote and enhance transit to be more convenient and economical than the automobile ~~as the preferred transportation mode~~ for people traveling more than three miles to and from the Central City and Gateway. Enhance regional transit access to the Central City and access from Portland other regional job centers.

Rationale: This reads as if it attempts to discourage bike use for rides to work of over 3 miles. This is a distance that is identified as “convenient” elsewhere in the plan (Comp Plan page GP3-16). Does this policy set a framework for discouraging development of bike paths and other facilities? The amendment clarifies that this is not intended to discourage longer bike commutes.

Amendment 83: Commissioner Houck

Glossary

Add definition of Ecosystem

As amended: Ecosystem: A dynamic system formed by the interaction of a community of organisms with their environment.

Rationale: Ecosystem should be defined since Ecosystem Services is defined in the Glossary. I've chosen Webster's definition in that it uses the term "organisms", which implies the inclusion of bacteria and other organisms one does not normally associated with animals or plants but are essential to healthy soils and environment. I do, however, like the addition of the word "dynamic" in the USFWS definition: "a dynamic and interrelating complex of plant and animal communities and their associated nonliving environment."

Amendment 84: Commissioner Houck

Glossary

Add definition of Ecological Community, from Websters.

As amended: Ecological Community: An assemblage of interacting populations occupying a given area.

Amendment 85: Commissioner Houck

Glossary

Add definition of Biodiversity from the Tualatin River National Wildlife Refuge, Draft Comprehensive Conservation Plan and Environmental Assessment.

As amended: Biodiversity: The variety of life and its processes, including the variety of living organisms, the genetic differences among them, and communities and ecosystems in which they occur.