

**MATTERS TO BE CONSIDERED BY THE COUNCIL AT THE MEETING
TO BE HELD WEDNESDAY, JANUARY 13, 2016 AT 4:00 P.M.**

FOUR-FIFTHS AGENDA

MAYOR CHARLIE HALES

Bureau of Planning & Sustainability

Agenda No.

Title

- 51-1** Adopt new and amended supporting documents for an update of Portland's Comprehensive Plan; accept report of the Citizen Involvement Committee (Previous Agenda 27; Ordinance introduced by Mayor Hales)
- 51-2** Adopt a new Comprehensive Plan for the City of Portland, Oregon (Previous Agenda 28; Ordinance introduced by Mayor Hales)

Agenda No.
ORDINANCE NO.
 Title

Adopt a new Comprehensive Plan for the City of Portland, Oregon (Ordinance)

<p>INTRODUCED BY Commissioner/Auditor: Mayor Hales</p>	<p>CLERK USE: DATE FILED <u>JAN 08 2016</u></p>
<p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Hales <i>SAA</i></p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Novick</p>	<p>Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <u><i>Susan Parsons</i></u> Deputy</p>
<p>BUREAU APPROVAL</p> <p>Bureau: Planning and Sustainability</p>	<p>ACTION TAKEN:</p>
<p>Prepared by: Rachael Wiggins Date Prepared: 1/8/2016</p>	
<p>Financial Impact & Public Involvement Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p>	
<p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	
<p>City Auditor Office Approval: required for Code Ordinances</p>	
<p>City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter</p>	
<p>Council Meeting Date January 13, 2016</p>	

AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/> Start time: 4:00 PM</p> <p>Total amount of time needed: 1 hrs (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input type="checkbox"/> Total amount of time needed: (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA		COMMISSIONERS VOTED AS FOLLOWS:	
1/8/2016		YEAS	NAYS
1. Fritz <i>Amend Fritz</i>	1. Fritz		
2. Fish <i>SAA for DF</i>	2. Fish		
3. Saltzman <i>Am Saltzman (BL)</i>	3. Saltzman		
4. Novick	4. Novick		
Hales <i>SAA</i>	Hales		

IMPACT STATEMENT

Legislation title: Adopt a new *Comprehensive Plan* for the City of Portland, Oregon (Ordinance)

Contact name: Eric Engstrom

Contact phone: 503-823-3329

Presenter name: Susan Anderson, Joe Zehnder, Eric Engstrom, Tom Armstrong

Purpose of proposed legislation and background information:

Under Oregon state land use law, cities are required by the state to periodically update their Comprehensive Plans. Portland is under state order to do so at this time. Comprehensive plans serve to establish a land use planning process and policy framework that is the basis for all decisions and actions related to use of land. The Comprehensive Plan is the City's principle growth management tool, and promotes orderly and efficient arrangement of public facilities and services necessary to serve anticipated growth. Portland's state-directed work plan includes five "Tasks". Council has taken previous related action to adopt a work plan, adopt a public involvement plan, and adopt background reports. This forth step represents the most substantial element of the plan – it adopts policies, land use map, and infrastructure/capital plan.

Financial and budgetary impacts:

Generally

This ordinance replaces existing the existing Comprehensive Plan with a new one. The Comprehensive Plan is binding on a defined realm of decisions as prescribed in Oregon law—specifically, land use decisions and related growth management actions. It does not impact all City decisions (including, City decisions re: budget, procurement, human resources, financial management, property management, and bureau operations, etc.) and is not included as part of the Portland Policy Documents repository of binding City policies maintained by the City Auditor.

The policies contained within the plan are applied in an "on balance" manner to land use and growth management-related decisions. The policy document is not a checklist where each policy must be met. It is a list of considerations that are weighed. This is discussed in more detail in the "How to Use the Plan" section of the plan.

This ordinance does not amend the budget, or make any changes to appropriations. It does not authorize additional spending at this time. The Comprehensive Plan is a long-term 20-year planning document. The financial impacts of this ordinance are long term in their nature. Further Council action is required before any of the capital projects described in the Comprehensive Plan can be built, or before any specific policy is translated into an action.

Adoption of the Comprehensive Plan fulfils a state mandate. The state is authorized to penalize jurisdictions that fail to regularly update their Comprehensive Plans. Penalties can include loss of state funding, or direct state assumption of local planning and zoning powers.

Public Facilities

The Comprehensive Plan is part of the City's capital planning process. City bureaus and other agencies use the Comprehensive Plan to inform their "nearer term," 5-year capital plans. Those plans in turn inform annual budgets, where actual appropriations are made. The Comprehensive Plan serves as a menu to guide future council spending decisions, but it does not bind the future council to fund the projects identified in the plan.

The underlying premise of comprehensive planning and growth management is to identify future needs related to job and household growth (sewer and water systems, transportation, etc.). Growth-related needs may be different than needs related to system performance, regulatory compliance, or equity. The Comprehensive Plan enables financial planning for capital expenses to occur ahead of time, to ensure orderly urban growth. The exercise not only informs capital planning, but also gives decision-makers the opportunity to direct growth to occur in locations where it is less expensive to serve. In states without mandatory Comprehensive Plans, growth still happens, but without a plan, and the financial implications are examined later. From that perspective, adoption of the Comprehensive Plan has a positive long term impact on financial health because it allows the City to plan ahead.

The Comprehensive Plan also plays a role in ensuring coordination between the different capital plans managed by different city and state agencies. For example, the transportation project list includes projects where other agencies are the lead provider – such as Trimet, ODOT, and the Port. This allows us to take coordinated action – for example to anticipate city sewer and water system expenses related to a large transit project. This coordination role has long term financial benefits.

With the context stated above, the List of Significant Projects being adopted with the Comprehensive Plan identifies capital projects that will have financial impactions, if the City chooses to construct them. Cost estimates within the List of Significant Projects are preliminary planning estimates, and do not reflect detailed engineering analysis. The list of significant projects is here: <https://www.portlandoregon.gov/bps/article/541316>

- Transportation. Projects in PBOT's transportation System Plan have been sorted by priority, and divided into a smaller "fiscally-constrained" list, and a larger list of other desired projects. The fiscally-constrained list adds up to \$1.4 billion, spread over 20 years. The transportation plan includes a financial chapter, with forecasted revenues sufficient to fund the constrained list. The revenue forecast was expressed as a range of high, medium, and low (existing revenue only). The medium and high revenue assumptions include new local and state revenue, such as the recent local street fee and gas tax proposals, as well an assumed statewide gas tax increase during the life of the plan. PBOTs financial analysis is here:

<https://www.portlandoregon.gov/transportation/article/541411>

- Water. The Water Bureau anticipates projects that add up to approximately \$1.6 billion in investment over the next twenty years.
- Sewer and Stormwater. BES anticipates projects that add up to approximately \$2 billion in investment over the next twenty years.
- Parks. The capital planning framework in Parks is different than the bureaus listed above because there is not a state requirement to have a parks plan within the Comprehensive Plan. As a result, there is not a specific project list being adopted for Parks, but there is a parks chapter within the recommended CSP. Parks planning is guided by Parks service standards established in the Parks 2020 plan. This includes the standard that there should be a park within ½ mile of every household.
- Other Essential Facilities. This category includes other public facilities like public buildings, sports facilities, communications infrastructure, police stations, and fire stations. Like Parks, capital planning for these buildings is not required with the Comprehensive plan, but it is included within the recommended CSP.

Land Use Map

The recommended land use map is based on a “Centers and Corridors” growth strategy, particularly for housing growth. This means that about 30% of residential growth can be accommodated in the Central City, 50% in mixed use areas in nodes and corridors outside of the Central City, and another 20% as infill within lower density residential zoned neighborhoods. Many of the proposed nodes of development are located at existing light rail stations or served by frequent service bus or streetcar. BPS examined a variety of different growth scenarios and evaluated the relative performance of these scenarios. Different scenarios were examined using an inventory of vacant and underutilized land, zoning information, availability of services, and past development trends. That report is here:

<https://www.portlandoregon.gov/bps/article/531170>

In general, the Centers and Corridors growth approach is designed to locate growth in areas that are already well served by existing public facilities (existing transit, sewer, water, parks, etc.). This helps reduce long term costs associated with absorbing growth.

In particular, the land use map is tightly coordinated with the transportation system plan. With the recommended plan, growth is being accommodated in locations where it can be served by public transit. Nodes of development are placed around commercial districts in order to encourage walking and bicycling. Portland’s street system is largely developed, and there is little opportunity to widen streets or expand road capacity without incurring very large costs. As a result, the plan aims to improve system functionality by shifting more trips to other modes

(walking, biking, transit). This allows for greater street capacity to move people. It also frees up capacity for people who cannot easily use other modes (freight, families with young children, etc).

The recommended land use map provides more than enough zoned-capacity to accommodate the additional 123,000 households that Metro forecasts will be in Portland by 2035. Accommodation of forecast growth within Portland has financial benefit because infill development near the Central City requires a lower level of public facility investment than the same number of units accommodated through expansion of the Urban Growth Boundary (UGB).

Detailed public facility plans to accompany recent expansion of the UGB in Washington County revealed that the cost of road, sewer, water, and parks systems into these new areas will cost hundreds of millions of dollars. For example, a recent estimate in the South Hillsboro expansion area estimated that \$297 million would be needed just for roads in the proposed 8,000-home development, along with another \$99 million for parks and \$110 million for water and sewers. That could mean as much as \$41,000 in infrastructure costs per house. In contrast, a large portion of infill development in Portland can occur on parcels with existing streets, sewers, water connections, and parks.

While the City has committed considerable resources over the last 20 years to transit expansion, and infrastructure to facilitate urban redevelopment (River District, South Waterfront, etc.), those capital investments are now built, with substantial remaining zoned capacity for development in those planned districts. The recommended plan takes advantage of that past investment, and allocates considerable additional growth to those areas. For example, the remaining vacant and underutilized lots in the North Pearl District are zoned to accommodate about 4,000 additional dwellings. South Waterfront and Lloyd Districts are similarly able to absorb 4,000 or more dwellings each.

The proposed Centers and Corridors infill-oriented growth pattern outside of the Central City will of course still require additional public facility improvements, as outlined in the CSP and TSP. For example, the plan recommends a variety of sidewalk, transit stop and safety improvements on major high growth corridors (similar to what has been already done on streets like Division and Alberta). Multimodal street projects like this typically cost \$5 to 10 million each, but they can serve several thousand new dwellings each. This is a relatively good investment if you consider the costs of building public facilities to support the same number of new dwellings in UGB expansion areas.

Plan Policies

While the financial impacts of the Comprehensive Plan policies are long-term, some recommended policies have clear financial implications. Several specific examples are listed below. This is not a complete list, but it provides include the largest most easily anticipated impacts. The policy full document is here: <https://www.portlandoregon.gov/bps/68411>

- Affordable Housing Goal. Policy 5.25 and 5.26 establish a goal to produce 10,000 new regulated affordable housing units citywide by 2035. The Housing Bureau does not currently have sufficient revenue to meet his target. The Housing Bureau estimates an additional \$538 million would be needed over the next 20 years to meet this goal (about \$27 million more annually).
- Brownfield Cleanup. Policy 6.14 sets the target of cleaning up 60% of brownfield acreage by 2035. BPS estimates that at the current rate, about 40% of brownfield acreage will be cleaned up and redeveloped by 2035. BPS studies suggest that cleaning up this additional 20% increment will cost about \$214 million over 20 years. Returning this land to productive use will have positive tax revenue benefits to the City and State, and reduce the need to spend money making other green-field industrial lands available in the region. BPS has explored the feasibility of local and state programs to accomplish this, and is working with Government Relations and Business Oregon to explore needed state legislation. The BPS analysis is here: <https://www.portlandoregon.gov/bps/article/502821>
- Community Benefits, Environmental Justice. Policies 2.3, 3.9 and 8.32 are designed to establish the policy of identifying the potential impacts on low income communities when large capital investments are made in neighborhoods. These impacts could include gentrification and displacement, or other environmental burdens. The policy also calls for mitigation. This added analysis and mitigation could imply added expense for capital projects. The financial impact of these polices have not been estimated. The impact may be similar in impact to existing policies that require mitigation to address habitat and natural resource impacts.
- Public Involvement Policies. Chapter 2 of the recommended plan, Community Involvement, is significantly more detailed than the Citizen Involvement chapter of the existing 1980 Comprehensive Plan. The new plan adds much more specific policy about outreach to under-represented groups, immigrant communities, tribes, and other groups. This policy builds on Portland's rich history of public involvement using Neighborhood and Business Associations. Chapter 2 also includes policies aiming for deeper level of public involvement, including in data collection, process design, and communications. Policies also address transparency and access to data. These policies are intended as a response to anticipated demographic change in Portland, and recognize that a larger variety of outreach tools will be needed. That said, these policies will bring with them some level of added time and expense as land use decisions are made. Full implementation of these policies may require additional public involvement staffing over time.

The Comprehensive Plan policies and goals have limited applicability, however, there could be increased expectations for a broader range of City programs and projects not subject to the Comprehensive Plan. These expectations could lead to increased costs for the City for staffing, for program activities, etc. which are difficult to anticipate and estimate. Policies are expressed using a variety of defined verbs, some stronger than others. The strength of verbs provides

guidance when balancing different policies. Although no one policy trumps all others, policies with stronger verbs can imply stronger commitments.

Community impacts and community involvement:

Who is Impacted and How

Over time, the adoption of a new Comprehensive Plan will impact all Portlanders, businesses, and people who work in Portland. How Portland grows has an impact on the type of housing that will be available, the type of commercial space that is available, and the ways that people will get around in the future. The primary impact of the plan occurs when new public facilities are built as a result of the plan, or when land use changes occur. Land use maps control zoning, which impacts what can be built where, and how land can be used. Because the Comprehensive Plan is a long term 20-year plan, the impact is gradual, and it will have a larger impact on the youngest Portlanders - who may be entering the workforce and seeking housing in the 2020's and early 2030's.

Although many people could be impacted, there are several anticipated impacts:

- East Portland: The recommended Transportation System Plan invests heavily in sidewalks, safer crossings, and bike infrastructure in outer East Portland. Twenty years from now, East Portland residents will have access to better transportation facilities as a result of this plan. Access to jobs in East Portland should also improve, because the plan adds more land zoned for employment in East Portland.
- Communities of Color, and Other Under-Represented Groups: The recommended new public engagement policies and practices are designed to bring more people into civic processes. Twenty years from now, a wider diversity of Portlanders will be represented in City decision-making as a result of this plan.
- Renters: The recommended plan allows for considerable growth in the multifamily residential housing supply, throughout the City. This will help supply keep up with demand, and ultimately reduce upward price pressure in the market-rate rental market. At the same time, the plan acknowledges that new housing is often more expensive than older housing, in the short term, and therefore includes an expanded set of policies and tools to increase regulated affordable housing production. Construction of a large amount of new housing does not guarantee affordability, but we also know that displacement can also occur without new construction, if a housing shortage drives up prices. Twenty years from now, renters looking for an apartment will have a larger number of geographic choices as a result of this plan.
- Older and Younger Adults: The recommended transportation facilities will expand choice. More neighborhoods will have access to frequent transit, and there will be safer walking access to local business districts. This will benefit younger and older Portlanders, who may be less able to drive. Land use changes and new policies recommended with the

plan also support construction of a bigger variety of housing types – such as accessory dwelling units. This allows neighborhoods to be more age-flexible, and provides more options for younger and older residents, who may not want (or be able to afford) traditional single dwelling homes. If these policies have their intended effect, twenty years from now some Portland neighborhoods will be more age-diverse.

- Businesses, Colleges and Hospitals: The recommended plan shifts land use to zone more land for employment uses. This is occurring in Gateway and on 82nd Avenue. In addition, the plan recommends a new approach to zoning for colleges and hospitals, which will make growth of those institutions more likely. If these land use changes are successful, there will be more opportunity for both small business and larger institutional growth in Portland.
- Individual Property Owners: Zoning changes driven by the new plan will impact a large number of individual property owners, both positively and negatively. Some property owners will find that their land is worth more with the recommended new zoning, and others may experience a loss. This impact is inevitable with any large change in land use.
- Long Term Residents: Some Portlanders will experience neighborhood change associated with increased density and growth, particularly near the planned centers and corridors, or near colleges and hospitals. The recommended centers and corridors are located throughout the city, but growth is expected to be most rapid in the closer-in inner neighborhoods. Many people will enjoy the additional amenities that come with an increasing number of revitalized commercial streets, but others may experience negative impacts, such as the displacement of a business due to rising rents, or parking congestion. This impact may seem most acute to longer-term residents and business owners who bought into the neighborhood long before more urban infill and re-developed started to occur.

Community Involvement

Because the Comprehensive Plan Update is a state-mandate, and a land use action, involvement has been guided by state land use law, and a project-specific Community Involvement Plan. That plan was adopted by Council by Ordinance 184047, on August 11, 2010, and acknowledged by the state LCDC on January 5, 2011. The plan describes a variety of community engagement objectives and methods.

The state-acknowledged Community Involvement Plan for the Comprehensive Plan Update is here: <https://www.portlandoregon.gov/bps/article/408544>

During the entire process of developing the recommended plan, community involvement activities have been overseen by an appointed Community Involvement Committee (CIC). The CIC meets quarterly. It reviews upcoming activities and involvement plans, and evaluates the results of recent events and activities. During this process the CIC has produced, with staff, several reports that outline what was done, what we heard, and how well it worked. The most

recent of these reports (the July 2015 CIC Report) is being delivered to Council as an element of the Council's action to adopt supporting documents for the Comprehensive Plan (Exhibit B of the Ordinance filed for the 2:00 PM hearing on November 19). The CIC reports and related staff memos are here:

- May 2010 Phase I Portland Plan CIC Progress Report (Periodic Review Tasks 1 and 2):
<http://www.portlandonline.com/portlandplan/?a=304391&>
- Oct. 2010 Phase II Portland Plan CIC Progress Report:
<http://www.portlandonline.com/portlandplan/?a=323044&>
- Sept. 2011 Phase III Portland Plan CIC Progress Report:
<http://www.portlandonline.com/portlandplan/?a=368019&>
- July 2012 Phase IV Portland Plan CIC Progress Report:
<http://www.portlandonline.com/portlandplan/?a=404796&>
- June 2013 Working Draft Part 1 What We Heard Staff Memo:
<https://www.portlandoregon.gov/bps/article/459709>
- Spring 2013 District Mapping Conversations Summary:
<https://www.portlandoregon.gov/bps/article/459710>
- 2013 Summer Engagement Staff Memo:
<https://www.portlandoregon.gov/bps/article/471178>
- Feb. 2014 Working Draft Part 2 What We Heard Staff Memo:
<https://www.portlandoregon.gov/bps/article/483115>
- Nov. 2014 Staff Memo RE Proposed Draft:
<https://www.portlandoregon.gov/bps/article/518981>
- July 2015 CIC Report (Periodic Review Tasks 3 and 4):
<http://efiles.portlandoregon.gov/Record/7837662>

These reports describe how staff employed a wide variety of different methods, including:

- Online and mailed surveys
- Hosted presentations at hundreds of community organizations
- Youth engagement through various schools
- Grants to DCL Partnership organizations
- Advisory committees, expert round tables, and focus groups
- Direct mailings mailed to every Portland household
- Public notices mailed to every impacted property owner
- Social media and website information
- Translated materials
- Open houses
- An online app that works on mobile phones
- A help line call center with language translation
- Dozens of public hearings

In 2014 the City of Portland received the STAR award from the LCDC for exemplary public involvement in the Comprehensive Plan Update project. The STAR Award for Citizen Involvement recognizes organizations and individuals who have actively promoted and implemented the values of Oregon's Statewide Planning Goal 1 through an outstanding public involvement effort.

Over an eight-year period from 2007-2015, tens of thousands of Portlanders were involved in development of the recommended Comprehensive Plan. The reports noted above include lists of events and summaries of different outreach actions. Over the last year, the PSC received over 4,000 comments. These comments changed the plan in a number of important ways:

- A large share of public comments were focused on specific transportation projects. PBOT incorporated these comments and modified the ranking of recommended projects. Several large projects in SW Portland were split into smaller projects to make individual components more competitive in the evaluation criteria, and additional projects were added to outer East Portland to address equity.
- There was extensive testimony about affordable housing, and the importance of equitable development. Organizations such as 1,000 friends of Oregon, Living Cully, and Housing Land Advocates collaborated to suggest policy changes that were incorporated into the plan.
- Public testimony against annexation of West Hayden Island added greater emphasis on brownfield cleanup and more intensive use of the limited employment land supply.
- Testimony from several environmental advocacy organizations brought greater emphasis on watershed health and green infrastructure policies.
- Public comments collected during the Portland Plan brought greater recognition that the built environment has a public health impact on people.
- Testimony also informed selection of early implementation projects – for example the decision to overhaul the commercial mixed use zoning to obtain better design and performance outcomes. Testimony also changed the location and scale of several proposed mixed use centers and corridors. For example, a North Tabor neighborhood center was added, and the bureau ultimately recommended against an inner-SE Portland Town Center due to divided neighborhood testimony.

Expected Concerns and Testimony

Council should expect a wide variety of testimony, from many different perspectives. There are several specific elements that generated significant testimony during the PSC deliberations.

- Economic Development and Employment Land Supply: The plan includes a variety of land use policy and land use map changes designed to increase Portland's capacity to

accommodate job growth and expected commodity movement over the next 20 years. Documentation that Portland has sufficient land zoned to accommodate forecast employment growth is one of several state mandates that the plan must respond to. Business, labor, and trade groups (PBA, the Port, Columbia Corridor Association, etc.) are expected to argue that the plan does not yet do enough to provide adequate employment growth. East Portland community organizations have expressed similar sentiment. Many environmental organizations (Audubon, etc.) and neighborhood associations will likely testify that the plan is too focused on job growth and does not do enough to protect the environment from industrial or commercial development.

- Housing Supply and Affordability: Documentation that Portland has sufficient land zoned to accommodate forecast population growth is another state mandate that the plan must respond to. The plan includes a variety of land use changes and public facility investments to shape where residential growth occurs. There are a wide variety of perspectives on this aspect of the plan. Housing affordability organizations are likely to testify that more should be done to protect affordability. Many individuals and organizations will argue that more housing must be built to stay ahead of demand. Others will argue that new development is too expensive, and should be halted.
- Community Involvement Policy: The expansion of public involvement policy in Chapter 2 of the plan has generated significant testimony. These policy changes are designed to respond to expected demographic changes over the next 20 years. Accordingly, the new chapter expands emphasis on direct engagement with traditionally-under-represented groups, including people of color, renters, immigrants, etc. These groups are not often involved in neighborhood associations, and don't usually respond to traditional methods like open houses or public hearings. There has been opposition to these new policies from traditional neighborhood associations, possibly based on a concern that the neighborhood association system could receive a smaller share of community involvement resources in the future as a result of these policies.
- Land Use Map Changes: The plan includes a large number of property-specific land use map changes. Land use changes have been recommended in the following broad categories: new employment land, mixed use corridors, residential density refinement, and changes related to natural hazards and public service availability. The Council should expect testimony from many individual property owners and neighborhood associations, either supporting or opposing changes that impact their property or neighborhoods. The Comprehensive Plan, by Oregon law, is a tool to manage expected growth, not necessarily a tool to either promote or discourage growth. The Council should expect general testimony that growth should be stopped, as well as testimony expressing different perspectives on where it should occur. Some neighborhoods favor additional growth, and some do not. The recommended plan tries to ensure 80% of Portland will be within walking distance of a mixed use neighborhood center by 2035.

- Transportation Systems: The transportation elements of the plan will generate testimony from individuals and groups interested in transportation policy, or specific transportation projects. This will include advocates for expanded bike or transit infrastructure. Businesses that depend on freight movement will testify that the plan should include more emphasis on maintaining and improving access for trucks. Neighborhood associations will likely testify about overall investment equity (how spending is distributed to different areas of the city).
- Community Benefits and Equity: Like the Portland Plan, the issue of equity has been a focus of the Comprehensive Plan. This is driven by forecasts that suggest the Portland region will have a much more diverse population by 2035, and by economic data that points to growing income disparity. There will be testimony on this issue from a variety of perspectives. One particular thread of discussion during PSC deliberation was the idea that new growth should benefit the communities where it occurs, rather than being exploitive, or causing displacement.

Budgetary Impact Worksheet

Does this action change appropriations?

- YES: Please complete the information below.
- NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

LIST OF ORDINANCE EXHIBITS

EXHIBIT A – Further Findings of Fact

EXHIBIT B – 2035 Comprehensive Plan Goals and Policies

EXHIBIT C – Comprehensive Plan Map

EXHIBIT D – List of Significant Projects
(Sanitary Sewer, Stormwater, and Water projects)

EXHIBIT E – List of Significant Transportation Projects