

Lower Southeast Rising Area Plan

Public Involvement Plan

June 2021



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

PBOT
PORTLAND BUREAU OF TRANSPORTATION

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Lower Southeast Rising Area Plan – Public Involvement Plan

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Public Involvement Plan

1. Introduction

This Public Involvement Plan (the Plan) will guide outreach for the planning process of the Lower Southeast Rising Area Plan or “Lower SE Rising”. Public involvement efforts will include a variety of stakeholders with varying interests to inform the public in the planning process, as well as the schedule for implementing engagement tools. This Public Involvement plan is a working document that will be revised as new ideas and other adjustments are identified.

2. Project Area and Overview

The Lower Southeast Rising Area Plan’s project area includes the Brentwood-Darlington neighborhood and portions of Ardenwald-Johnson Creek, Mt Scott Arleta, Lents, and Woodstock. Specifically, the project area is from SE Cesar E Chavez Boulevard to SE 92nd Avenue, south of Holgate Boulevard and Foster Road to the southern city limits. The project area shares many characteristics with East Portland such as unimproved streets, sidewalk gaps, limited street network, poor transit service, and few neighborhood commercial amenities.

Fig 1. Lower Southeast Rising Area Plan Focus Area



The project focus area lacks commercial opportunities for people to walk or bike to and has limited connections for people to reach nearby centers or corridors, like along Woodstock, Foster or the Lents Town Center, without depending on driving. The project focus area also has a higher than citywide average of low-income households, and historically underrepresented communities and therefore

additional equity considerations. The lack of a clear plan for growth and transportation has led to a lack of investment. Without adequate transportation, the project focus area is unable to be zoned for higher density mixed use development, but the lack of a designated center or corridor also leads to less investment in transportation.

Fig 2. Lower Southeast Rising Area Plan – Centers and Corridors Snapshot

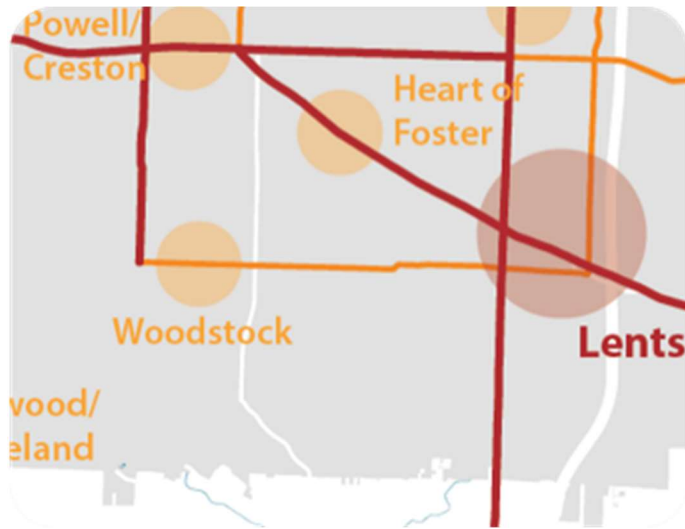


Fig 3. Lower Southeast Rising Area Plan – Transportation Improvements



The Lower SE Rising project will identify, develop, and prioritize infrastructure improvements for the City of Portland in order to address the historic lack of transportation infrastructure investments in the project area that has led to fewer choices for residents in how they access their daily needs. The project will also explore potential land use changes to provide more daily needs within the neighborhood to reduce average trip lengths. The project will conduct a thorough needs inventory for walking, biking, and public transportation in the area as well as potential land use changes, informed by a robust public outreach process with the diverse communities who could benefit or be impacted by land use and transportation changes.

3. Past Public Outreach

City public outreach efforts broadly included: canvassing, collaborative community and neighborhood meetings, drop-in hours, focus groups, online surveys, public notification, City-hosted public meetings and workshops, site visits, tabling at community events, etc. The following describes concurrent and notable past City public outreach efforts that was led or involved BPS and/or PBOT and that have occurred citywide, in and near the project area over the last five years.

Bureau of Planning and Sustainability

- **Anti-Displacement Action Plan, Concurrent:** This project is a joint effort between the City of Portland and the community to coordinate policies and actions that promote equitable development and reduce the harmful impacts of involuntary displacement on residents, businesses, and cultural organizations.
- **Ezone Map Correction Project, Concurrent:** The purpose of the Environmental Overlay Zones Map Correction project is to synchronize the location of the overlay zones with the location of existing natural resources identified in the Natural Resources Inventory (NRI). This is part of bringing the zoning code into compliance with the 2035 Comprehensive Plan and ensures resources across Portland are mapped accurately and are regulated in a consistent way. Volume 2, Part F: Johnson Creek, Natural Resources Inventory and Protection Decisions pertains to the Johnson Creek Resource Sites, which are located at the southern end of the Lower SE Rising Study Area.
- **Residential Infill Project, 2020:** This project was an update to the single-dwelling zoning code, intended to allow for development of 'middle housing' by right in all previously single-dwelling zones. The project also included map changes in the Lower SE Rising project area. Both the zoning code and map changes will be effective in August 2021. One of the aims of the project is to increase the population density of currently low-density areas to meet the City's climate, inclusion and anti-displacement goals, as defined by the 2035 Comprehensive Plan.

- **82nd Avenue Study: Understanding Barriers to Development, 2019:** This study focused on understanding the challenges of and exploring opportunities for new development in the corridor along with the consideration potential transportation improvements.
- **Manufactured Dwelling Parks (MDP) Zoning Project, 2018:** This project established a new residential multi-dwelling base zone specifically for manufactured dwelling parks. This policy, code and map changes consolidated MDPs into one base zone in the Multi-Dwelling Residential Chapter (33.120) to create consistent land use regulations for manufactured dwelling parks, with development standards to address the unique nature of MDPs.
- **Brentwood-Darlington “Say Our Name!” Neighborhood Assessment and Action Plan, 2017:** A community led project to set goals and identify strategies for increasing access to complete community assets in Brentwood-Darlington while maintaining affordable housing and avoiding displacement. This project was a partnership between the City of Portland, community stakeholders and advocates, and key agency partners. This effort was conducted for the Bureau of Planning and Sustainability by “GPS Consulting,” a group formed to complete a Portland State University Master of Urban and Regional Planning (MURP) workshop project.

Portland Bureau of Transportation

- **82nd Avenue Plan, 2019:** The purpose of this plan is to identify capital improvement projects, policies, design practices and other recommendations to support the incremental transformation of 82nd Avenue into a Civic Corridor, as envisioned in the Portland 2035 Comprehensive Plan. This plan is also intended to be in service to a larger effort underway, the eventual transfer of ownership of 82nd Avenue (OR 213) from Oregon Department of Transportation (ODOT) to the City of Portland, under the stewardship of the Portland Bureau of Transportation (PBOT).
- **Foster Road Transportation and Streetscape Plan, 2014:** An update to the 2003 Foster Road Transportation and Streetscape Plan, which led to construction in 2019 of improved crossings and other safety features, modern signals, new pavement, 190 street trees, and new decorative streetlights.

4. Equity Considerations

The City of Portland recognizes that equity is realized when identity – such as race, ethnicity, gender, age, disability, national origin, and sexual orientation – has no detrimental effect on the distribution of resources, opportunities, and outcomes for group members in society. The City is committed to the fair treatment and meaningful involvement of all people, regardless of income or identity, with respect to the development, implementation and enforcement of plans, policies and procedures during the bureaus’ work.

Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected.

The City acknowledges historical injustice and context of local decision-making and supports the equitable distribution of the benefits and burdens of decisions to ensure that those most impacted from decisions have an opportunity to meaningfully participate. The City's commitment to non-discriminatory engagement includes supporting special efforts to engage minority, low-income, women, people with disabilities, people with Limited English Proficiency, senior and youth populations.

The City's public engagement plans, policies and practices are guided by and in conformance with the City of Portland Title VI Civil Rights Program and Plan.

4.1 Demographics

Project area demographics will be outlined in the project's Existing Conditions Atlas, currently under development.

The term "BIPOC" refers to those who are Black, Indigenous, and People of Color.¹ The 2020 US Census defines six categories on race: "White," "Black or African American," "American Indian or Alaska Native," "Asian," and "Native Hawaiian or Other Pacific Islander," or "Some Other Race," which includes a write-in area for respondents to fill in details about their racial identity.² The census does state that "Hispanic origins are not considered races. Hispanic origin can be viewed as the heritage, nationality, lineage, or country of birth of the person or the person's parents or ancestors before arriving in the United States.

¹ Garcia, Sandra, "Where did BIPOC Come From?" *New York Times*, last modified June 17, 2020, accessed June 2021, <https://www.nytimes.com/article/what-is-bipoc.html>

² U.S. Census Bureau, "2020 Census Questions: Race," accessed June 17, 2021, <https://2020census.gov/en/about-questions/2020-census-questions-race.html>

People who identify as Hispanic, Latino/Latinx, or Spanish may be any race.”³ As such, the US Census defines Hispanic origin as an ethnicity, rather than a racial category.

There are many cultural and social components to the definitions of race and ethnicity in the United States due to the widespread nature of racist and discriminatory practices. Individuals from different ethnic and racial backgrounds have significantly different lived experiences, and it is important to note that the use of the term BIPOC is not to group all people of non-white racial and ethnic backgrounds together, but rather to provide space and consideration to the experiences of the Black, Indigenous, and People of Color communities in the United States. For the purposes of Lower SE Rising planning effort, we will defer to the categories of race and ethnicity defined by the US Census, though there are several valid concerns about the definitions of race and ethnicity provided in the census.

4.2 Public Involvement Principles

The process will further be guided by the City of Portland Public Involvement Principles, adopted by the Portland City Council in August 2010. The principles, below, represent a road map to guide government officials and staff in establishing consistent, effective and high-quality community engagement across Portland’s City government (<http://www.portlandoregon.gov/oni/article/312804>):

Partnership: Community members have a right to be involved in decisions that affect them. Participants can influence decision-making and receive feedback on how their input was used. The public can recommend projects and issues for government consideration.

Early Involvement: Public involvement is an early and integral part of issue and opportunity identification, concept development, design, and implementation of City policies, programs, and projects.

Building Relationships and Community Capacity: Public involvement processes invest in and develop long-term, collaborative working relationships and learning opportunities with community partners and stakeholders.

Inclusiveness and Equity: Public dialogue and decision-making processes identify, reach out to, and encourage participation of the community in its full diversity. Processes respect a range of values and interests and the knowledge of those involved. Historically excluded individuals and groups are

³ U.S. Census Bureau, “Questions Asked on the Form,” accessed June 17, 2021, <https://2020census.gov/en/about-questions.html>

included authentically in processes, activities, and decision- and policy-making. Impacts, including costs and benefits, are identified and distributed fairly.

Good Quality Process Design and Implementation: Public involvement processes and techniques are well-designed to appropriately fit the scope, character, and impact of a policy or project. Processes adapt to changing needs and issues as they move forward.

Transparency: Public decision-making processes are accessible, open, honest, and understandable. Members of the public receive the information they need, and with enough lead time, to participate effectively.

Accountability: City leaders and staff are accountable for ensuring meaningful public involvement in the work of city government.

4.3 Policy Overview

Chapter 2 of Portland’s 2035 Comprehensive Plan outlines the goals and policies for community engagement in planning processes. Promoting social justice and equity through community engagement in planning efforts is a significant emphasis in the 2035 Comprehensive Plan. The primary Community Involvement Goals and Policies of the plan are listed in the Appendix B – Applicable City Policy. Additionally, through City staff’s scoping process, anti-displacement and gentrification, and other project-specific city goals and policies were identified. The listing of the goals and policies in Appendix B can be used later for writing findings as well as for community advocacy by external stakeholders.

Appendix C includes key priorities identified in community-led planning efforts.

4.4 Languages Spoken

A review of data show that several languages are spoken by households citywide. In addition to English, the languages listed are languages spoken by 1,000 or more Limited English Proficiency (LEP) individuals in the City of Portland service area:

- Spanish
- Vietnamese
- Chinese
- Russian
- Somali
- Ukrainian
- Romanian
- Nepali
- Chuukese

Citywide, Spanish is the only non-English language spoken by 1% or more of the population. However certain geographies have a higher percentage of LEP populations. They include: East Portland, Lents, Powell-Division Corridor, Cully, Brentwood-Darlington, and downtown.

4.5 Benefits and Burdens

Due to generations of institutional racism imbedded in this country since its founding, Black, Indigenous, and People of Color (BIPOC) have had less access to resources, quality education, social circles that facilitate high income careers. The result has been a disproportionate amount of BIPOC individuals and communities who do not own their homes, rent, and who live as tenants in multi-dwelling housing. Rates of homeownership are a critical consideration in assessing a community’s financial wellbeing, because owning a home gives people an asset to borrow against, less ability to pass generational wealth (generated from owning land, etc.) to children, and ultimately stability within a community.

This project is scoped to consider land use and zoning code, transportation improvements and other public actions that may have significant impacts that directly and indirectly benefit and burden different stakeholders and communities. These include:

- Changes in the zoning code and/or map that may provide benefit to some parties or potentially create burdens for others, depending on the outcomes. This may include additional development requirements that have variable benefits and burdens.
- Transportation improvements that may directly benefit some communities while burdening others. This may include costs and benefits associated with different transportation modes and costs of infrastructure.
- Other public actions or improvements that may result in variable effects.

Fig 4. Benefits and Burdens

| | Air Quality, Climate, Health and Safety | Economic Opportunity and Wealth Creation | Affordability and Housing | Transportation Access |
|-----------------|---|---|--|--|
| Benefits | Add green infrastructures (e.g., trees, streams) will reduce heat island, improve air quality for residents | Increased access to resources of health, wealth, and education Business opportunities (if also include | New housing opportunities (if providing new opportunities for housing options like apartments with | Lower traffic related injury and death Better connections between neighborhoods |

| | Air Quality, Climate, Health and Safety | Economic Opportunity and Wealth Creation | Affordability and Housing | Transportation Access |
|----------------|--|--|--|--|
| | | <p>business development supports)</p> <p>With more housing and affordable housing near transit there is a time and money gain (reduced household costs)</p> <p>Could potentially provide construction jobs through MWESB contracting</p> | <p>inclusionary housing incentives)</p> | <p>Increased access to services and transportation networks</p> <p>Increased opportunity for recreation and physical activity (walking, biking, accessing parks, etc.)</p> <p>Stronger connections to the city</p> |
| Burdens | <p>Improved natural systems, in particular increased tree canopy, will increase property values and lead to displacement</p> | <p>Displacement of smaller BIPOC owned businesses through increased commercial rent, etc.</p> | <p>Expedited gentrification</p> <p>Direct and exclusionary displacement</p> <p>Possibility of increased rents and home prices</p> <p>Land/property speculation</p> | <p>Loss of parking (if new street design does not include)</p> <p>Construction impacts (short-term)</p> |

Other potential benefits and burdens brainstormed by City staff and the Project Advisory Committee:

Benefits

- Increased sense of neighborhood pride, belonging, and ownership
- Neighbor cohesion
- Stronger connections to the city

Burdens

- Interactions with imperfect, harmful government systems/staff/processes (current and historic)
- Changes go beyond what some are comfortable with through this planning effort
- Potential loss of cultural assets
- Tokenization

4.6 Key Equity Goals

- **Expand active and green transportation access.** To ensure that everyone, especially renters, low-income people, and BIPOC communities, can use an improved transportation network to access future jobs, education, and services, as well as reduce heat islands and improve air quality.
- **Increase commercial opportunities and neighborhood-serving businesses.** To incorporate equity into this analysis, this project should consider whose commercial needs are being least served, as well as their relative ability to have their needs met elsewhere.
- **Reduced household costs.** To prioritize the needs of low-income people and BIPOC communities that may benefit the most from housing, specifically affordable housing, near public transit. The fuel and maintenance cost savings associated public transit access are more significant for low-income households compared to medium and higher income households.
- **Improve public amenities in deficient areas accompanied with anti-displacement strategies.** To consult with the community and in coordination with the concurrent Anti-Displacement Action Plan on how best to incorporate anti-displacement and equitable community development work.
- **Collaboration is welcomed for policy, technical expertise, and funding.** This project exists due to community advocacy and partnership in the grant application. Continued collaboration is essential so that project recommendations are both equitable and community focused.
- **The process and the approach are as important as the result.** This project commits to a process informed by people and communities most impacted by displacement and racial inequities.

In addition to the key equity goals, this project will move toward carbon reduction and meet transportation objectives to further implement:

- Climate Action Plan
- Transportation System Plan
- 2035 Comprehensive Plan

5. Concurrent Efforts and Coordination

The project will coordinate public involvement efforts with the following area parks projects:

- **Errol Heights Park Master Plan:** A concept design for a 16-acre park, with plans to protect and restore the lower natural wetland and riparian areas, improve and expand existing trails for ADA access, and develop the upper plateau land for play areas, picnics and gardening. Construction is expected to begin in 2021 through 2022.

The project will coordinate public involvement efforts with the following area transportation projects:

- **Springwater Connector Neighborhood Greenway:** The project will connect the north-south 70s and 80s Neighborhood Greenways with the Springwater Corridor Trail. This project has recently completed in early 2021.
- **SE 52nd & SE Woodstock Traffic Signal:** This project will install a new traffic signal on SE 52nd Avenue at SE Woodstock Blvd. Construction is expected to start summer 2021.
- **Errol Heights Street Improvement Project:** The Errol Heights Street Improvement Project will pave the neighborhood's gravel streets, add sidewalks to the two main east-west routes through the neighborhood, add street lights, address drainage issues, and improve water quality in Johnson Creek. Construction is expected to begin in mid-2021.
- **Brentwood Darlington Multimodal Improvements:** This project will provide safe routes to several Title 1 schools and access to transit in a neighborhood with very poor sidewalk coverage by adding sidewalk and constructing a greenway. Sidewalk infill will be constructed on both sides of SE Duke St from 52nd to 82nd Aves and on both sides of SE Flavel St from 52nd to 82nd Aves. A low-stress neighborhood greenway with traffic calming, wayfinding, and improved crossings (including at 82nd Ave) will be constructed on Knapp and Ogden Streets from 52nd to 87th, connecting the 50s and 80s Neighborhood Greenways. Construction is expected to begin in 2022.
- **70s Neighborhood Greenway:** A new neighborhood greenway route is being constructed between NE Sacramento and SE Flavel around the 70s avenues. The project team has completed 60% design and it is moving on to 95% design. PBOT is expecting to start construction in fall of 2021.

6. Advisory Bodies

6.1 Technical Advisory Committee

The Lower SE Rising Area Plan will utilize the expertise of a Technical Advisory Committee, with representatives from consisting of Portland Bureau of Transportation, Bureau of Planning and Sustainability, Portland Bureau of Environmental Services, Parks, Portland Public Schools, TriMet, Metro, ODOT Planning, and others as determined by the Project Management Team. This group will have expertise and experience in planning for multi-modal transportation, systems operations, stormwater, parks and open space, transit operations, transit planning, housing and displacement, and land use planning. The project team will bring designs and key decisions to this advisory group throughout the project to obtain feedback and recommendations.

6.2 Project Advisory Committee

The Lower SE Rising Area Plan will also utilize the expertise of a Project Advisory Committee, with representation from community members, representatives of business district associations, neighborhood associations, community-based organizations, schools, historically underserved communities, modal and other advocacy groups, as well as individual residents and business owners.

The committee will advise Bureau of Planning and Sustainability (BPS) and Portland Bureau of Transportation (PBOT) staff in the following ways:

- Assist with development of the Public Involvement Plan
- Provide input to staff about the project area (Brentwood-Darlington and portions of Ardenwald-Johnson Creek, Lents, Mt Scott-Arleta, Woodstock) and its existing conditions
- Review plans on land use and transportation alternatives
- Provide feedback on implementation strategies, including affordable housing, economic development, and business stabilization

6.3 Planning and Sustainability Commission

The Planning and Sustainability Commission has responsibility for the stewardship, development, and maintenance of the City's Comprehensive Plan, Climate Action Plan, and Zoning Code. By holding public hearings and discussing issues and proposals, the PSC develops recommendations to share with City Council.

6.4 Portland City Council

The Portland City Council exercises the greatest power in this project because Council has the sole authority and discretion to amend City policy and the City Code.

7. Public Involvement Process

To inform staff, the PAC and TAC, the project team will robustly engage the public to provide feedback on public priorities and needs. All community involvement will specify why feedback is needed, how it will be used to impact the project, and how the project will report feedback out.

7.1 Levels of Participation

The community involvement opportunities will be organized to allow people to engage across a spectrum of interest levels:

Inform: Some members of the public will want to know about the project, others will then be interested to track the process and stay up to date on the latest project news. Staff will use multiple methods of outreach to inform the public about the project and allow interested individuals to stay informed. Staff will provide balanced and objective information to assist the public in understanding the issues and alternatives throughout the planning process, and project information will be made broadly accessible through multiple means, channels and sources.

Consult: Some members of the community will want to make sure the process and outcomes are broadly addressing the topics they are interested in and generally going in the right direction. These individuals will desire to weigh-in and provide feedback at key points in the process. Every effort will be given to provide opportunities for the project team to obtain their public feedback on project priorities, alternatives, and outcomes.

Involve: Some members of the community will be interested to contribute concerns and issues. Staff will listen to and acknowledge these concerns and seek to directly reflect them in the alternatives developed, explaining how their input influenced the project outcomes. Some liaisons or representatives of groups may also want to be involved in outreach activities to help gather public feedback.

Collaborate: Some members of the community will want to be engaged at key points in the process to directly impact the direction of the project. These members will be engaged, and consensus built, through meetings, one-on-one engagement or small groups. They will be engaged at key points in process and able to be directly involved the project. Community groups and interested community members will be provided opportunities to be more involved in the ongoing project work, being able to track the process and providing thoughtful and meaningful input into the products all along the way. Staff will look to these groups for direct advice and innovation in formulating solutions and will incorporate their advice and recommendations into the project outcomes to the maximum extent possible.

Empower: The final decision-making on recommendations will be in the hands of the elected representatives of the Portland City Council.

7.2 Activities

| Level of Participation | Inform | Consult | Involve | Collaborate |
|------------------------|---|---|---|---|
| Goal of Participation | To raise awareness and visibility of the Plan while stimulating public engagement/ feedback response rates for engagement opportunities. | To gather feedback from the public that will impact the planning process, materials, and outcomes. | To gather new ideas, understand concerns, and consider input throughout process. | To gather direct advice and innovation from the public. |
| Tool for Participation | <ul style="list-style-type: none"> • Web page • Public Presentations • Handouts/Fact sheets • Email notifications • Social media • Canvassing • Media releases | <ul style="list-style-type: none"> • Print surveys and online interactive map tool • Community tabling events and sponsorship opportunities | <ul style="list-style-type: none"> • Interviews of community stakeholder (equity priorities) • Focus groups (e.g., interpretative language-based engagement) • Online open house | <ul style="list-style-type: none"> • Project Advisory Committee engagement • Hold workshops • Follow up interviews on proposed concept options |

7.3 Process Schedule

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| Quarter 1: January – March 2021 |
| <p>Goal: Develop racial equity planning project start up and engagement framework, begin building project awareness, identify key stakeholder groups, gather background information</p> <p>Public Involvement Tasks: Develop public information materials and resources, including website. Develop application for Project Advisory Committee (PAC) and advertise through Office of Community and Civic Life. Begin meeting with community groups, neighborhood associations, and other stakeholders, advertising project and soliciting for participation on PAC.</p> |

| | | |
|--|--|-----------------|
| <p>Develop Racial Equity Planning Project Startup and Community Engagement Framework</p> | <p>Determine key influence points in process + activities to impact outcomes</p> <p>Draft Public Involvement Plan</p> <p>Compile list of interested parties/stakeholders</p> | <p>BPS/PBOT</p> |
| <p>Project Awareness</p> | <p>Establish website describing project</p> <p>Establish email list sign-up</p> <p>Develop Project Flyer</p> | <p>BPS/PBOT</p> |
| <p>Public Engagement</p> | <p>Contact community organizations, neighborhood groups, and other interested stakeholders to inform them on the project and invite participation on the project and PAC</p> | <p>BPS/PBOT</p> |

Q2: April – June 2021

Goal: Build project awareness and begin gather input on existing conditions and needs, emphasize outreach to underrepresented groups

Public Involvement Tasks: Promote workshop, canvass business area and arrange in-person outreach opportunities to promote survey.

| | | |
|------------------------------------|--|----------|
| Public Information | <p>Share information about project on website</p> <p>Present to community groups, sharing information about the project</p> <p>Send email to distribution list</p> <p>Share information on Facebook/Nextdoor/Twitter, pay for targeted advertising on social media</p> | BPS/PBOT |
| Online Interactive Map Tool/Survey | Develop online interactive tool/survey to obtain information about issues and needs. | BPS |
| Public Engagement | Hold PAC Kick-off meeting and subsequent meetings | BPS/PBOT |

Q3: July – September 2021

Goal: Keep the public informed, gather input from stakeholders about specific project tasks.

Public Involvement Tasks: Public information, online mapping tool, engage stakeholder interview participants.

| | | |
|---|--|----------|
| Public Information | <p>Public launch of existing conditions and Public Involvement Plan documents</p> <p>Send emails to distribution list about relevant analysis work and online interactive map tool/survey</p> <p>Canvas priority areas to get feedback from residents</p> <p>Table at community events, if feasible during the late stage of the pandemic, and explore sponsorship opportunities</p> | BPS/PBOT |
| Online Interactive Map Tool/Survey (Consult) | <p>Deploy online interactive tool/survey to obtain information about issues and needs</p> <p>Translate survey into Chinese, Spanish, and Vietnamese</p> <p>Fund community partners to help get survey responses and/or provide participation incentives</p> | BPS/PBOT |
| Key Stakeholder Interviews from Equity Priority Communities (Involve) | <p>Begin setting up interviews with key representative groups to learn about existing issues and get input on priorities and outcomes</p> | PBOT |
| Public Engagement (Collaborate) | <p>Hold PAC meeting(s)</p> <p>Work with neighborhoods to organize bike/walk tours</p> | BPS/PBOT |

Q4: October – December 2021

Goal: Keep the public informed, share the evaluation of design alternatives, the preferred concept, and outline next steps.

Public Involvement Tasks: Public information, provide additional information as needed

| | | |
|-----------------------------------|---|--|
| Public Information | Share information on website about the feedback received and about events listed below Send email to distribution list Sponsor community events | BPS/PBOT |
| Open House #1 | Hold online or in-person event to discuss proposed recommendations, answer questions and get feedback | BPS/PBOT |
| Transit Workshop | Hold workshop specifically focused on transit | PBOT partnered with Jarrett Walker + Associates |
| Focused Engagement | Partner with a community-based organization and hold workshop with underrepresented groups to get focused feedback | BPS/PBOT partnered with a community-based organization |
| Stakeholder Engagement/Interviews | Reengage with stakeholders previously interviewed to share how comments are being incorporated | BPS/PBOT |

Q5: January – March 2022

Goal: Keep the public informed, gather input from stakeholders about specific project tasks.

Public Involvement Tasks: Public information, reengage stakeholder interview participants, hold workshop on concept alternatives.

| | | |
|------------------------|---|----------|
| Public Information | Share draft of plan on website, email distribution list | BPS/PBOT |
| Public Engagement | Get feedback on draft plan | BPS/PBOT |
| Stakeholder Engagement | Meet as needed with stakeholders previously engaged to discuss the recommendations, next steps and answer outstanding questions | BPS/PBOT |

Q6: March 2022 – June 2022

Goal: Keep the public informed, share the evaluation of design alternatives, the preferred concept, and outline next steps.

Public Involvement Tasks: Public information, provide additional information as needed

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Appendices

Appendix A – Community Stakeholders

Table 1: Stakeholder List

| Organization | Category |
|---|--|
| Affordable housing residents (e.g., ROSE CDC), bus riders, business owners, church leaders (e.g., Apostolic Faith Church), commercial developers in the area, manufactured home park residents, long-time community members, youth | Individuals and groups |
| <p>Individual community centers and libraries: Brentwood-Darlington Community Center, Mt. Scott Community Center, Woodstock Community Center, Woodstock Library</p> <p>Individual schools: Arleta School, Lane Middle School, Mt. Scott Learning Center School, Whitman School, Woodmere School, Woodstock Elementary School</p> <p>School district programs: SUN Community Schools, Community Transition Program (PPS)</p> | Individual community centers, libraries, schools, and school district programs |
| <p>Active transportation: Bike Loud PDX, Oregon Walks, SouthEAST in Active Motion (SEAM), The Street Trust</p> <p>Affordable housing and community development: Hacienda CDC/ Portland Mercado/, Impact Northwest, ROSE Community Development</p> <p>Climate and sustainability: Green Lents, PSU Learning Gardens Laboratory, Sunrise Movement</p> <p>Community-based organizations: APANO, Asian Health and Service Center, Beyond Black, Black Community of Portland, Latino Network</p> | Community organizations |

| Organization | Category |
|--|---|
| <p>Environmental: Johnson Creek Watershed Council</p> <p>Tenant advocacy: Community Alliance of Tenants</p> <p>* This list will be amended with additional information from conversations with stakeholders.</p> | |
| <p>Ardenwald-Johnson Creek Brentwood-Darlington, Lents, Mt Scott-Arleta, Woodstock</p> <p>Neighborhood coalition: Southeast Uplift</p> | Neighborhood associations and coalition |
| <p>Home Forward, Multnomah County, Multnomah REACH (Racial and Ethnic Approaches to Community Health), TriMet, Portland Parks & Recreation, Portland Bureau of Environmental Services (BES), Portland Public Schools (PPS)</p> | Government agencies |

Appendix B – Applicable City Policy

2035 Comprehensive Plan (2016 and 2020)

Anti-displacement and equity policy

Goal 2.B: Social justice and equity. The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

Policy 2.3 Extend benefits. Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

Policy 2.4 Eliminate burdens. Ensure plans and investments eliminate associated disproportionate burdens (e.g., adverse environmental, economic, or community impacts) for to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

2.4.a. Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.

2.4.b. Use plans and investments to address disproportionate burdens of previous decisions.

Goal 3.A: A city designed for people. Portland’s built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

Policy 3.3 Equitable development. Guide development, growth, and public facility investment to reduce disparities; encourage equitable access to opportunities, mitigate the impacts of development on income disparity, displacement and housing affordability; and produce positive outcomes for all Portlanders.

3.3.a. Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, underserved and underrepresented communities, and other vulnerable populations.

3.3.b. Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

3.3.c. Encourage use of plans, agreements, incentives, and other tools to promote equitable outcomes from development projects that benefit from public facility investments.

3.3.d. Incorporate requirements in the Zoning Code to provide public and community benefits as a condition of development projects to receive increased development allowances.

3.3.e. When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on affordability, in ways that are related and roughly proportional to these impacts.

3.3.f. Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions. See Policy 5.18.

3.3.g. Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts of private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.

Goal 5.B: Equitable access to housing. Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

Policy 5.12 Impact analysis. Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

Policy 5.15 Gentrification/displacement risk. Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.

Policy 5.16 Involuntary displacement. When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.

Policy 5.36 Impact of regulations on affordability. Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

Policy 6.70 Involuntary commercial displacement. Evaluate plans and investments for their impact on existing businesses.

6.70.a. Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

6.70.b. Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

Policy 8.22 Equitable service. Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.

8.22.a. In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

8.22.b. In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

8.22.c. In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

8.22.d. In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

GOAL 9.E: Equitable transportation. The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

Policy 9.25 Transit equity. In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

9.25.a Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

Other project-specific applicable policy

Policy 1.19 Area-specific plans. Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

1.19.a. Area-specific plans that are adopted after May 24, 2018 should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementing tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses.

- Ezone Map Correction Project (Concurrent)
- Residential Infill Project (2020)
- 82nd Ave Study (2019)
- Manufactured Dwelling Parks (MDP) Zoning Project (2018)
- Map Refinement Project (2018)

1.19.b. Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.

1.19.c. Community, area, neighborhood, and other specific-area plans that were adopted by ordinance prior to [effective date of this 2035 Comp Plan] are still in effect. However, the elements of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan.

- Brentwood-Darlington Neighborhood Plan (1992)
- Woodstock Neighborhood Plan (1995)
- Outer Southeast Community Plan (1996)
- Lents Neighborhood Plan (1996)
- Mt. Scott-Arleta Neighborhood Plan (1996)

Goal 3.A: A city designed for people. Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

Goal 3.C: Focused growth. Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with high level of services and amenities, while allowing the relative stability of lower-density single-family residential areas.

GOAL 3.D: A system of centers and corridors. Portland’s interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

Goal 3.E: Connected public realm and open space. A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

Goal 3.F: Employment districts. Portland supports job growth in a variety of employment districts to maintain a diverse economy.

Policy 3.4 All ages and abilities. Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.

Policy 3.47 Green infrastructure in corridors. Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

Policy 3.60 Connections. Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

Policy 3.61 Integrated system. Create an integrated City Greenways system that includes regional trails through natural areas and along Portland’s rivers, connected to neighborhood greenways, and heritage parkways.

Policy 3.62 Multiple benefits. Design City Greenways that provide multiple benefits that contribute to Portland’s pedestrian, bicycle, green infrastructure, and parks and open space systems.

Policy 3.63 Design. Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

Policy 3.67 Employment area geographies. Consider the land development and transportation needs of Portland’s employment geographies when creating and amending land use plans and making infrastructure investments.

Policy 3.87 Inner Neighborhoods main streets. Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.

Policy 3.88 Inner Neighborhoods street patterns. Preserve the area’s urban fabric of compact blocks and its highly interconnected grid of streets.

Policy 3.89 Inner Neighborhoods infill. Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.

Policy 3.90 Inner Neighborhoods active transportation. Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland’s active transportation system.

Policy 3.91 Inner Neighborhoods residential areas. Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.

Policy 3.92 Eastern Neighborhoods street, block, and lot pattern. Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area’s large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.

A. North-South Transit. Support development of, access to, and service enhancement for North-South transit.

B. Alleyways. Promote and guide the implementation of alley improvements that result in alleys that are safe, well maintained, and an asset for the community.

Policy 3.93 Eastern Neighborhoods site development. Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.

Policy 3.94 Eastern Neighborhoods trees and natural features. Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area’s streams, forests, wetlands, steep slopes, and buttes.

Policy 3.95 Eastern Neighborhoods buttes. Enhance public views of the area’s skyline of buttes and stands of tall Douglas fir trees.

Policy 3.96 Eastern Neighborhoods corridor landscaping. Encourage landscaped building setbacks along residential corridors on major streets.

Policy 3.97 Eastern Neighborhoods active transportation. Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

Goal 4.C: Human and environmental health. Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

Policy 4.5 Pedestrian-oriented design. Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

Policy 4.86 Neighborhood food access. Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/drop-off sites, to fill in service gaps in food access across the city.

Goal 5.C: Healthy connected city. Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

Policy 5.19 Aging in place. Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

Policy 5.20 Coordinate housing needs in high-poverty areas. Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

Policy 5.21 Access to opportunities. Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and underrepresented populations and an existing supply of affordable housing.

Policy 6.28 East Portland job growth. Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

Policy 6.29 Poverty reduction. Encourage investment in, and alignment of, poverty reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

Policy 6.43 Dispersed employment areas. Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

Policy 6.66 Neighborhood-serving business. Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.

Policy 6.67 Retail development. Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.

Policy 6.68 Investment priority. Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.

Goal 7.A: Climate. Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

Goal 7.D: Environmental equity. All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

Policy 7.5 Air quality. Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders. Coordinate with the Oregon Department of Environmental Quality to incorporate up-to-date air quality information and best practices into planning and investment decisions.

Goal 8.A: Quality public facilities and services. High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

Goal 8.B: Multiple benefits. Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

Goal 8.D: Public rights-of-way. Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.

Goal 8.H: Parks, natural areas, and recreation. All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

Policy 8.21 System capacity. Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

Policy 8.24 Risk management. Maintain and improve Portland's public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

Policy 8.36 Context-sensitive infrastructure. Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context.

Policy 8.39 Interconnected network. Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city.

Policy 8.40 Transportation function. Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification.

Policy 8.41 Utility function. Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate.

Policy 8.42 Stormwater management function. Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and environmental objectives.

Policy 8.43 Trees in rights-of-way. Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.

Policy 8.44 Community uses. Allow community use of rights-of-way for purposes such as public gathering space, events, food production, or temporary festivals, as long as the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.

Policy 8.45 Pedestrian amenities. Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right of way.

Policy 8.46 Commercial uses. Accommodate allowable commercial uses of the rights-of way for the purpose of enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way. Restrict the size of signage in the right-of-way.

Policy 8.47 Flexible design. Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

8.47 a: Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland’s Pedestrian Design Guide, Bicycle Master Plan- Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways.

Policy 8.48 Corridors and City Greenways. Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors.

Policy 8.49 Coordination. Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners.

8.49.a. Coordination efforts should include the public facilities necessary to support the uses and functions of rights-of-way, as established in policies 8.40 to 8.46.

8.49.b. Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability.

Goal 9.A: Safety. The City achieves the standard of zero traffic-related fatalities and serious injuries. Transportation safety impacts the livability of a city and the comfort and security of those using City

streets. Comprehensive efforts to improve transportation safety through equity, engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system.

Goal 9.B: Multiple goals. Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

GOAL 9.C: Great places. Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

Goal 9.D: Environmentally sustainable. The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders' reliance on private vehicles.

GOAL 9.F: Positive health outcomes. The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

Policy 9.8 Affordability. Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens. **Policy 9.9 Accessible and age-friendly transportation system.** Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

Policy 9.10 Geographic policies. Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies. 9.10.a Refer to adopted area plans for additional applicable geographic objectives related to transportation. Land use, development, and placemaking.

Policy 9.11 Land use and transportation coordination. Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

Policy 9.12 Growth strategy. Use street design and policy classifications to support Goals 3A-3G in Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways.

Policy 9.17 Pedestrian transportation. Encourage walking as the most attractive mode of transportation for most short trips, within neighborhoods and to centers, corridors, and major destinations, and as a means for accessing transit. Policy 9.18 Pedestrian networks. Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

Policy 9.19 Pedestrian safety and accessibility. Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

Policy 9.20 Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less. Policy 9.21 Accessible bicycle system. Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

Policy 9.22 Public transportation. Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are longer than 3 miles or shorter trips not made by walking or bicycling.

9.22.a Consider and incorporate transit priority treatments, such as those in The Enhanced Transit Corridors Plan, to improve transit speed and reliability during the planning and design phase of capital projects and permitted projects along streets served by transit lines.

Policy 9.23 Transportation to job centers. Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers.

Policy 9.24 Transit service. In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a week.

Policy 9.39 Automobile efficiency. Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

Policy 9.45 System management. Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users. 9.45.a Support regional equity measures for transportation system evaluation.

Policy 9.46 Traffic management. Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts. 9.46.a Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

Policy 9.47 Connectivity. Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

9.47.a Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

9.47.b As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comp Plan.

9.47.c Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comp Plan.

9.47.d Provide street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection.

9.47.e Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

Policy 9.68 New mobility priorities and outcomes. Facilitate new mobility vehicles and services with the lowest climate and congestion impacts and greatest equity benefits; with priority to vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers.

Policy 9.69 New mobility tools. Use a full range of tools to ensure that new mobility vehicles and services and private data communications devices installed in the City right-of-way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

Appendix C – Key Priorities Identified by Community-led Efforts

Brentwood-Darlington Neighborhood Assessment and Action Plan (2017)

Housing & Equity Recommendations

Goal 1: Improve housing stability, housing opportunities and prevent displacement

1.4 Consider higher density residential zoning adjacent to 52nd and 72nd Avenues to expand housing types next to services and amenities

Infrastructure & Transit Recommendations

GOAL 4: Make important infrastructure and network connectivity improvements

4.1 Improve ADA accessibility in the neighborhood

4.2 Prioritize safety and connectivity improvements using Safe Routes to School and Vision Zero Data

4.3 Re-route bus line 19 over the Tilikum Bridge

4.4 Provide more North/South transit connections

4.5 Address safety concerns on 52nd and at the corner of 52nd & Flavel through interventions like disallowing right turns on red or speed reductions

4.7 Partner with PBOT to make a “play street” on part of Cooper, similar to Klickitat St

Economic Development Recommendations

Goal 5: Increase commercial opportunities and neighborhood-serving businesses

5.1 Extend commercial zoning on 52nd to create a continuous commercial corridor

5.4 Obtain a Neighborhood Corridor Designation (52nd) as an extension of the Woodstock Corridor to expand opportunity for funds

5.5 Activate the four corners of 72nd and Flavel St. as a center of neighborhood activity and look for opportunity areas to extend commercial activity on 72nd, south of Flavel

5.6 Look for opportunity areas to extend commercial activity on 72nd, south of Flavel

Goal 6: Promote neighborhood beautification

6.1 Add trash cans in designated locations throughout the neighborhood through sponsorship opportunities paired with businesses, BDNA funds, and/or sustainability grants

Neighborhood Organizing Recommendations

Goal 7: Help neighbors become more effective advocates and engage diverse voices

7.1 Support neighborhood level advocacy by clarifying decision-makers, resources, and funding between transportation agencies in the city

Goal 9: Carry positive momentum forward

9.1 Identify political advocates to continue carrying Brentwood-Darlington momentum forward

9.2 Use Complete Neighborhood strategy to take Brentwood-Darlington through a formalized legislative process

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About City of Portland Bureau of Planning and Sustainability

The Bureau of Planning and Sustainability (BPS) develops creative and practical solutions to enhance Portland's livability, preserve distinctive places, and plan for a resilient future.



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