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Portland Planning and Sustainability Commission

Tuesday, April 12, 2011

12:30-3:30pm

Meeting Minutes

Commissioners Present: Andre' Baugh, Don Hanson, Mike Houck, Lai-Lani Ovalles, Gary Oxman, Michelle Rudd, Howard Shapiro, Jill Sherman (arrived 12:45pm), Chris Smith

Commissioners Absent: Karen Gray, Irma Valdez

BPS Staff Present: Susan Anderson, Director; Julie Ocken, PSC Coordinator; Eric Engstrom, Principal Planner; Matt Wickstrom, District Liaison; Tom Armstrong, Program Coordinator; Joe Zehnder, Chief Planner

Other City Staff Present: Stuart Gwin, PBOT

Guests: Amalia Alarcon Morris, ONI Director; Lisa Bates, PSU; Midge Purcell, Urban League; Joe VanderVeer, Portland Commission on Disability

Chair Baugh called the meeting to order at 12:36pm and provided an overview of the agenda.

Consideration of Minutes

03/08/11

Chair Baugh asked for any comments or edits by Commission members. *Commissioner Shapiro* moved to approve. The motion was seconded and passed unanimously with an Aye vote. (Y7 – Hanson, Houck, Ovalles, Oxman, Rudd, Shapiro, Smith)

R/W #7180 Proposed Vacation of NW Irving St between NW 4th & NW 5th

Action: Consent

Stuart Gwin, PBOT

Documents Distributed:

- Staff Report

Chair Baugh noted that the proposal was reviewed at the Officers' briefing on March 31st.

Commissioner Shapiro noted the improvement was made before the street was vacated.

Commissioner Hanson noted this is a "boundary clean up" item. Would like to have the

The recommendation was approved of the Consent item with a unanimous *aye* vote

(Y7 – Hanson, Houck, Ovalles, Oxman, Rudd, Shapiro, Smith)

60th Ave Station Community Project

Action: Hearing / Recommendation

Matt Wickstrom, Tom Armstrong

PowerPoint: <http://www.portlandonline.com/bps/index.cfm?c=41664&a=345903>

Documents Distributed:

- Eastside MAX Report
- Base Zones and Overlay Zones



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- NE 60th Avenue Station Proposed Transportation System Plan and Bicycle Plan 2030 Items

Susan Anderson gave an overview of the project: The project has been underway for a couple of years, and we're continuing it to fulfill the expectations from the neighborhood. It is also a good example of a draft Portland Plan strategy "Healthy Connected Neighborhood"; though it's not necessarily a precedent for what will happen with the Portland Plan, it is in line with policies we have proposed.

Matt Wickstrom:

The Eastside MAX Station Communities Project examined five stations along the Eastside MAX line and the Parkrose/Sumner Station along the Airport Red Line. The project began in the Spring of 2008. The Eastside MAX line is 25 years old now and the station communities project started with a basic question – how can we make these station areas better places.

The initial question was: How can we make station areas better places?

And, how do we get the development the community would like to see around the station areas, pedestrian-friendly access and connections – are there ways to enhance and improve connections to the station and surrounding areas, and then are there other ways to encourage transit ridership and promote our sustainability goals?

Various public engagement activities have included: a 25-member Community Working Group; walking tours of the station area; a bilingual survey; open houses; and a Youth Planning survey for the 82nd Station area.

The Eastside MAX Station Communities Project was funded through an ODOT Transportation and Growth Management grant which allowed for additional research, station-by-station examinations, and technical assistance with the project. The consultant products included a best practices report, a real estate market overview, existing conditions traffic memos, a need, opportunities and constraints report which factored in all the previous reports as well as community input and information gathered from the neighborhood walks.

Conclusions were made about the Eastside MAX Station Communities Project include moving forward with the proposal for the 60th Avenue Station Area. For the other stations it was determined that there was a lack of market-readiness – that proposals for zoning changes were too far out in front of what the market could expect.

Commissioner Rudd: When you looked at market readiness, did you look at how the real estate market change?

- *Matt:* The reports and data have consistently shown that the farther west station areas have more market potential, and that likely hasn't changed.

The 60th Avenue MAX station is located in the I-84 right-of-way between the area's two major commercial nodes – NE Glisan Street and the intersection of NE Halsey and NE 60th Avenue. The station is 25 years old now and was developed in 1986. There is industrial development to the north of the station area, residential development north and south of the station, Normandale Park is in the vicinity.



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Why else was the 60th Ave Station area chosen? By working on this area, it honors community involvement; is consistent with the current Comprehensive Plan and draft Portland Plan strategies; Residential property owners can already request a zoning map amendment review to achieve higher, more urban, densities which results in site-by-site changes without an overall station area approach.

Residential Areas

Existing conditions towards the north of the station area are mostly single-dwelling houses on 5,000 square foot lots. They have different current zoning designations and Comp Plan designations.

The residential areas south of the station are developed with more of a mix of dwelling types. There is the same urban scale Comprehensive Plan Map designations found north of the station are south of the station as well.

Issues that arise in the residential areas reflect the different zoning and Comprehensive Plan Map designations. Residents are unsure and uncertain about the type and intensity of dwellings that can be built next to them. Concerns have also been expressed about the quality and compatibility of new development.

BPS proposes to change the residential zoning which is currently R5 – a single-dwelling zone or R2 - a low-intensity multi-dwelling zone to match the current Comprehensive Plan Map designations which are R1 - a medium-intensity multi-dwelling zone or RH – a high-density multi-dwelling zone. For the RH zone, it is anticipated that to achieve full build-out a developer would need to acquire a number of properties.

Commercial Areas

There is mixed retail around intersection; but there are also non-conforming uses coupled with mixed zoning.

Issues in the commercial areas have to do with the CN2 zoning development standards which limits building coverage to 60% of the site area and in effect limits mixed-use development potential. The issue with retail sales in the station area representing such a small portion of the market area is anecdotally reflected in neighbors comments about a “lack of places to go” in the area.

BPS proposes to change the residential and commercial zoning along NE Glisan Street between NE 53rd Avenue and NE 61st Avenue to Storefront Commercial. We do not propose to change the zoning for the two gas stations but do propose to add a Comprehensive Plan Map designation of CS in case those property owners ever want to redevelop as a different use and so they can obtain the same zoning intensity of other properties which front on NE Glisan Street.

Design of the Area

Generally, the design of new development throughout the station area has brought with it a variety of design qualities and styles. Neighbors have also expressed concern about the



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compatibility with existing development as well as the lack of street-presence for some of the projects.

BPS is proposing to add the Design Overlay Zone throughout the station area – essentially on all residential and commercial properties included in this proposal and to those properties within the boundaries such as Center Commons and those where the Comp Plan designation have already been applied. The one exception is that we are not proposing the “d” overlay for the gas stations.

Transportation notes include a variety of conditions in the area including:

- missing or narrow sidewalks in station area on 60th from the north
- limited north/south bike access to and through station
- substandard streets in station area
- dangerous pedestrian crossings
- lackluster and difficult pedestrian experience along NE 60th Ave as there are no bike lane, no trees, and a lack of street lighting

The need for transportation improvements have been highlighted through this project and are already in the Transportation System Plan or Bike Plan for 2030.

BPS staff briefed the Design Commission about the project on April 7th. The Design Commission requested that staff examine areas with mid-block changes to zoning in order to prevent abrupt changes to the intensities of allowed development – though this is actually an issue city-wide and not just in the 60th Avenue Station Area.

Overall, the 60th Ave Station Communities Project proposes to:

- Change residential zoning to R1 or RH (except for the two mid-block transitions areas)
- Change commercial zoning to CS (except for the two gas stations which remain CN2 with a CS Comp Plan Map designation)
- Add the design overlay zone
- Refine or elevate priority of transportation improvements

Questions from Commissioners

Commissioner Hanson: Does the bike district pass through this area?

Matt: No, the NE/SE 50's bikeway is proposed to run north/south to the west of the station area and would cross I-84 at NE 53rd Avenue.

Commissioner Oxman: Do we have a sense for what the local neighborhood/commercial interactions are w/in neighborhood? This could be a walkable, 20-minute design. Who is utilizing MAX station?

Matt: We have heard there are currently lack of places to go within the station area. There is a desire to be more of a walkable area with more services.

Oxman: - What in the implementation could influence retail in the area?

Matt: This will come up in update to Comprehensive Plan; we'd like to explore this further.

Commissioner Oxman: In reading the Equity initiative, are there other options for MAX redevelopment that are off the table because they not feasible in terms of economic and/or



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market factors? Are there learnings that the next time this comes up, low income neighborhoods are looked at differently?

Tom: This was a question of prioritization and opportunity. 60th was ready to go, and is in conformance with the current Comprehensive Plan. We also have the Portland Plan and Comp Plan update process to explore the other ideas

Testimony

Allen Brown: voiced his opposition to the zoning changes from a residential perspective. The focus on the 1980 Comprehensive Plan in the area north of the station looks like high density residential intended. In 2000, Transit Oriented Development (Center Commons) developed south of the highway. The concern is that the Comp Plan was not updated to reflect concerns of development. He also noted that the Portland Plan Equity Initiative notes that no one community should be overburdened by the area's growth. 60th would be overburdened with this growth.

Commissioner Shapiro: How would rezoning disadvantage residents?

- *Allen:* Due to the nature of the neighborhood and property values. Development would have happened years ago when MAX line first planned if it would have happened; now the homes will not be bought by anyone other than those looking for single-res homes.

Commissioner Smith: Do you have opposition to the commercial rezoning?

- *Allen:* I don't know enough about but don't have particular objections.

Richard Virkelyst: Voiced concern about the lack of background/knowledge of zoning changes. Residents were caught off-guard by the proposed zoning changes, which were not disclosed 20 years ago he when bought his house that zone overlay was for high density. Do changes really make sense in our economy?

Chair Baugh: Are you against both residential and commercial zoning updates?

- *Richard* – I didn't research commercial.

Terry Parker: Noted the safety concerns on 60th Ave overpass. The primary cross walk is unsafe and overhead lighting creates glare. In terms of rezoning of 60th and Halsey, he asked to delay a decision so the neighborhood can be heard.

Tamara DeRidder, Rose City Park Neighborhood Association: is the co-chair of land use and transportation for RCPNA. The station area first looked at safety issues and why the area has not been attracting riders. Nothing in current plan addresses what isn't working (safety, primarily). This area is also a confluence of pollution - how can we make it nicer, healthier? Mixed use residential in this location make it more active; we originally wanted EX zoning increased. *Speaking as individual:* showed an air quality/toxics maps which showed 83% higher levels of benzene and diesel than should be accepted. Increasing density will add to people living in toxic zone unless there is mitigation.

Commissioner Smith: Do you oppose the land use changes?

- *Tamara:* In terms of land use for upzoning, we should approach with caution, with all information available, and make changes in a safe way.

Bob Richardson, RCPNA: owns oldest property near station area and was a community working group member. The zoning change effects dozens of properties in the area, but we have no guarantee of transportation improvements that would mitigate issues of transportation issues.



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Commercial zoning and transportation improvements have to go hand-in-hand. *Speaking for self*: pro-density, pro-transit. But we still need outreach on rezoning issues and should start on transportation updates first.

Cindy Idler: also expressed concerns about the station area being dark, with no room to maneuver or walk. Especially being deaf, we really need to improve safety. If we extend walkways it will be safer.

Commissioner Hanson noted that staff can confirm specific zoning in the area.

Other Testimony Received

- 58th Ave neighbors note
- Peter Lymm e-mail
- North Tabor Neighborhood Association
- Rose City Park Neighborhood Association land use/transportation committee report
- PSU MetroScape Air Quality report for RCPNA
- Cancer Risk map for RCPNA
- Modeled emissions from on-road diesel chart
- Terry Parker
- Center for Transit-Oriented Development: Tools for Visioning and Implementation of TOD report
- Mary Loos
- Bob Schatz

Comments from Commissioners

Chair Baugh noted the various questions raised by testifiers. It seemed like 2009 was last public meeting; have there been other opportunities for residents to see zoning changes?

- *Matt*: Yes – 2009 was last open house, but there have been meetings with the neighborhood associations since.

Commissioner Rudd: We need examples of non-conforming use, rezoning. At this point, someone could rezone a parcel if it's consistent with the current Comprehensive Plan.

- *Matt*: Yes someone could currently rezone a property if it is consistent with the Comprehensive Plan Map designation through a Zoning Map Amendment Review. What we've seen is that since the sites where "rezoning" occurs are relatively small, transportation improvements (i.e. sidewalks) are only required adjacent to the property, not in the larger station area.
- *Commissioner Smith*: We evaluate transportation (capacity) when rezoning... but not safety issues.

Commissioner Sherman: How can we better look at proposals, who it will effect, and make extra effort to reach out to those people – especially when project has been dormant for a while? This is a continual question for us.

Commissioner Shapiro: noted he is also interested in hearing about proposed safety changes.

Commissioner Houck: I heard ambivalence from RCPNA and want more input from neighborhood groups.



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Chair Baugh: How can we ultimately incorporate PSC advice about safety issues into our recommendation to City Council?

Commissioner Hanson confirmed the relevance of issues of transportation improvements. If we can crystallize that in a statement that goes forward to Council, that would reinforce the ideas we heard today. Also on the issue of air quality and toxins, I'm struggling with the balance of density.

Staff will provide written updates to the PSC prior to the May 24th meeting. Responses could be done within next 10 days. The record will remain open until the hearing and recommendation on May 24th.

Portland Plan: Equity

Action: Briefing / Work Session

Eric Engstrom

PowerPoint: <http://www.portlandonline.com/bps/index.cfm?c=41664&a=345902>

Documents Distributed:

- Portland Plan Equity Preamble
- Portland Plan Equity Initiative

Eric Engstrom reviewed the timeline of the Portland Plan work and noted we are currently in the later timeline of Phase 3.

Equity and Opportunity are built into each of the three draft strategies (Education; Health Connected Neighborhoods; Economic Prosperity & Affordability) as a foundational statement and action from/within plan.

The Equity Preamble is a foundational statement with implementing actions within each of the three strategies.

The Equity Initiative is a strategic focus in area where Portland is lagging, particularly around race and ethnicity with a focus on accountability outlined in 5-year actions and objectives.

Equity is when everyone has access to opportunities necessary to satisfy essential needs, advance their well-being and achieve their full potential.

Elements of an Equity Agenda that should be included in each strategy include:

- closing the gap
- participation
- equitable public spending
- internal accountability
- partnerships

Equity Initiative purpose and objectives:

- reduce disparities across all plan areas, starting in an area where Portland lags
- ensure accountability and implementation of the equity initiative



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- ensure that the City does business in an equitable manner

Introduction of Guests

Amalia Alarcon Morris, ONI Director

- Co-chair of the Equity Technical Action Group (TAG)
- As a bureau Director, colleagues are asking if we have to drop other things we're focusing on to concentrate on equity, but what we are saying is that a lens of equity should be used to discuss and to make decisions around projects/policies/processes. We need to do a better job in looking at social sustainability.
- Engaged in a process of how the Equity Initiative meshes with work – how we can create a more equitable system for people to participate in decision-making, broaden the scope of people coming forward. How do we hire, create diverse candidate training, reviewers?
- Within the five-year strategic budget plan we need to inject the equity lens in everything we do going forward.

Lisa Bates, PSU Urban and Public Affairs faculty

- TAG member on Equity, Civic Engagement and Quality of Life.
- The equity strategy to help us achieve our larger goals – disparity reduction, improving equity.
- We should be looking to achieve the other goals of the Portland Plan via equity.
- There is a wide range of outcomes that demonstrate we don't achieve our full potential while we have groups that are left behind... need to bring people forward to achieve our big goals.
- Focus on race and ethnicity is because disparities in our region are pronounced. We have non-discriminatory intent, but the paradox is that those policies don't get us to equalities; we can only have race-conscious policies. We need tools and an analytic frame to help understand to be conscious in our work.

Midge Purcell, Urban League of Portland Policy Director

- Urban League empowers African Americans to achieve employment, education, etc through advocacy and direct training.
- We now have an opportunity to change and plan for changing demographics in Portland; communities of color are growing.
- The Urban League report, "State of Black Oregon", outlined that people of color and immigrants in Multnomah County fair worse than communities of color elsewhere in the country, 15-20% worse.
- The Equity Preamble explains "how we make the promises real". The promises need to be specific around education, where the drop out rate for students of color is disproportionately high.
- Past urban renewal projects have displaced African Americans and other populations.
- Inequities do not position Portland well to maximize our competitiveness nationally/internationally.
- Supportive of Equity Initiative – but to do it, there needs to be a strategy and process in the Portland Plan with clear frameworks about how the City conducts business. There have to be specific, measurable outcomes.



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- Would like the City's new Office of Equity to use equity tools across bureaus, for hiring, contracting, other practices throughout City.

Joe VanderVeer, Portland Commission on Disability

- Chairs the accessibility and built environment sub-committee for commission; board of disability rights Oregon; chair of disability services advisory council in Multnomah County, the DHS branch that provides support services to people with disabilities.
- Commission on Disability is about a year old. It advises City bureaus on policy and projects – built environment and bureau activities; employment of people with disabilities.
- Disability needs to be considered in the Equity Initiative.
- Housing is an extreme issue for people with mobility issues, but it is not properly handled by the ADA Fair Housing Act. City policy can help to rectify the disparities.
- The disability community does not dispute inequity that exists for racial and ethnic groups, but that is not the only group that is affected by institutional policies... drives how development is done, other issues. If disability is not overtly included in the conversation it will be left out of the Portland Plan.
- Historical data for disability is not available – there are many faces of disability, and many ways disability results in disadvantages for society. There are only loosely affiliated groups and non-profits, so it is difficult to bring data together in a way that can drive action

The Commissioners and guests addressed three questions in their discussion:

- *Is the equity definition inclusive? Do the “key elements” describe the most effective approach?*
- *How can the Preamble be functionally useful to the City and partner agencies? What implementation mechanisms?*
- *What are the risks and benefits of the initiative and the proposed focus?*

Chair Baugh noted Joe's comments about the disabled community not being included in the Equity Preamble.

Commissioner Shapiro: The definition is not all-inclusive. There is discrimination in the city, and we want to move away from that with a conversation on equity. The Portland Plan needs to include every aspect of equity we can imagine to use equity as a lens in measuring decisions going forward. We need to come to parody that we all understand that everything we do around Portland Plan contains an equity lens.

Lisa Bates: Equity is the overarching strategy. Each aspect of equity has been addressed in the work the TAG has done, not just racial disparities. Question should be if all the plan areas are using equity in their lens. Racial piece is one initiative.

Amalia Alarcon Morris: Our question today is referring the definition itself. What does it take to make the promise of opportunity real? Are there recommendations or suggestions about Portland Plan puts forward?

Commissioner Rudd: This definition does a good job as a baseline, leveling playing field.



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Commissioner Oxman was concerned that the definition lets “people like me” [members of the majority culture] off the hook a bit. Opportunities are inconsistent throughout the community.

Commissioner Smith: The access verbiage should be “efficient transportation” instead of “efficient public transit”. Also, “income” is not in the list of things we want to help people overcome.

Commissioner Ovalles: The Coalition for a Livable Future definition of equity is good, but it is not as inclusive as we want it to be for the Portland Plan. I shared the definition with the Youth and Elders Council in the Native community. One of their questions is “Is equity equality?” What about disparities? To be more inclusive, we should expand the definition to get at the heart of the points under “we make the promise of opportunity real when...”.

Commissioner Houck: The founding catalyst for CLF was Myron Orfield, who looked at race, ethnicity, and poverty. Concentrations of poverty are a huge issue in metropolitan areas.

Lisa: the interaction of economic development with the equity TAG focused quite a bit on poverty. We want to see “poverty” and reduction, addressing poor people as part of economic opportunity and prosperity. We should think about seeing the word “poverty” in the definition.

Susan: The definition is very “others” facing... maybe it could be phrased “when we all have the responsibility to...” so we put it back onto all people that we all have a responsibility.

Commissioner Shapiro: The most vulnerable are very young and very old in most populations. I don’t see that in the definition here.

Chair Baugh: In looking at the key elements of the Equity Preamble, when you talk about those key things, those are all included in the Portland Plan? Are these the most effective approaches? Do we need to rethink these key elements?

Midge: The preamble sets the broad framework. What people have referred to today are important, but the preamble says “everyone”. The issue is around implementation and prioritization.

Commissioner Sherman: We have ideas on how to implement last four key elements... but how do we address closing the gap? What is the prioritization of the key elements? It’s hard to accomplish this idea of closing the gap. How do we make a meaningful impact there?

Amalia: That is something we constantly wrestle with. It’s difficult and doesn’t make everyone happy all at once, but sometimes we just have to jump in and collaboratively take it apart and put it together until we get to something that works. We would be happy to expand on definition. But how condensed do we make things versus how broad and full of details? What does being strategic mean in terms of making hard decisions? We don’t want to leave anyone or anything out.



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Ovalles: In terms of individual responsibility, when we are implementing, “who” needs to be spelled out. We need to allocate resources where most needed, not just “track and report”. We need to be sure to engage community members, going beyond public notice, to empower communities.

Commissioner Shapiro: Everything we do to make the city wonderful revolves around equity. As we evaluate the plan, equity will play the most important role in my mind.

Midge: On the issue of responsiveness, the other word not in the preamble is “accountability”. We want this plan to be measured by the actual change that is made. We need to up the expectation of accountability.

Joe Zehnder: Much of the discussion revolved around an approach that includes movement on the outcomes, but an essential prerequisite is accountability. Also, transparency: public, accessible decision making at meaningful times. Looking at the Portland Plan actions, are we seeing meaningful and adequate focus on reducing disparities and addressing equity and having it be more than just a theory.

Commissioner Houck: Although I don't want to suggest this be in the equity statement I feel it's important to point out two forms of equity that have not been included in the equity statement or conversation. The first, Jim Labbe at Portland Audubon has articulated: Intergenerational Equity. We should address future generations in any equity discussion. The second is "Interspecies Equity." What is our obligation to non-humans, to the critters and plants that share the city and region with us?

Chair Baugh: The Preamble today and in 2035 should cause change. The conundrum of civil rights laws is that they don't cause change to rectify what you should/should not be doing. The Preamble should be stated so you know what you should be doing as a society.

Joe: Maybe part of sustainability should be looking at avoiding future disparities. On the housing issue, accessibility for seniors is similar to people with disabilities. The need will inevitably be there.

Amalia helped to clarify the “one track” of the Equity Initiative... if it is important to keep the initiative broad, then we need to relook at it. If it is to stay focused as one track of what will happen. In the Objectives and Actions, there are places where things don't necessarily line up. We welcome input about where we can explain better and note where gaps are.

Chair Baugh: The objective is about how the City does business along with its partners.

Commissioner Shapiro: The benefit is obvious, but a concern would only be if something like this wouldn't be in the Portland Plan.

Commissioner Oxman: Thanks to the groups' work. One concern is with “starting with the most severe inequities” is that it could be a failure, leading to disengagement, which we certainly want to avoid. Another risk with tackling “most severe” first is that they are likely the most



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difficult to deal with. We deprive ourselves of an opportunity for improvement. There is a balance to focus on “severe” as well as other areas.

Amalia: We have a lot to learn from public health in terms of tracking disparities. Equality is not necessarily equitable. Now we must reinvest in previously underserved areas to bring the groups/people/area up. Most of the time it would be in communities of color, but, for example with employment, housing and work force training, there are certainly other communities who fall far below any standard in terms of access. We need to take responsibility to figure out who has benefited the least. We know defining the baseline is not totally clear. We need to balance our “data lust” and move forward and name it so it’s part of the conversation.

Susan: For process, this is a 25 year plan. Initiatives can be shorter or the full 25 years. Part of the PSC’s job is to craft the plan so people can understand and take action. A risk of the plan is how we lay it out. The equity initiative especially... is there a way to take the initiative to be inclusive? By pulling out race and ethnicity, are we putting off other areas to focus on equity? Is racial and ethnic disparity what we mean? Or does it need to be broader?

Commissioner Hanson: We need to immerse, as part of the process, and mesh equity into all strategies.

Joe Z: We are having discussions with partners and other agencies in the upcoming months. The question we’ll pose is “this is our framework, we want your sign-on, what does alignment look like?”

Commissioner Rudd: The school districts are also supposed to coordinate with the City on planning. Will they be coordinating with the Portland Plan?

Joe Z – An implication of Portland Plan is that we would use equity as a lens, which we need to review with school districts.

Amalia: This initiative is called “equity”, and we want to try to decentralize efforts to share with other partners. Is it possible to have a graphic to show where various issues are being picked up in other initiatives?

Commissioner Sherman: The current Equity Initiative is about race and ethnicity only, so that’s what it should be called. Since the other initiatives are picking pieces of equity into those initiatives, we need to be clear what is being picked up in what sections or we call it the Portland equity initiative and need to show all pieces of focusing on equity issues included. We need to do one of the two options instead of leaving it amorphous.

Amalia: In creating generic language, do we alienate people at the margins who don’t see themselves reflected anywhere? Is there a benefit to calling it what it is and having people sit with the concepts?

Commissioner Houck: A risk is the geography, for example, lack of paved roads and parks in outer Southeast. “What about us” is a question from a geographic standpoint.



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Susan: The draft plan will be out in July, so how we lay this out is something we need to decide in the next [about] six weeks. It is a policy decision; but what we put out is not a final decision since this is a draft.

Chair Baugh: How other partners view the actions and initiatives, and their ideas about implementation, may inform us about layout. Direct connections to preamble will be important.

Commissioner Rudd: Can the individual actions move to other parts of the plan?

Commissioner Ovalles: This exemplifies why the initiative is needed and why community partners need to be at the table. We want to see how equity can be interspersed throughout the Portland Plan.

Chair Baugh: Thanked guests for joining the conversation. There is much more to go, but we hope to continue working with you for more comments on the draft plan this summer.

Director's Report

Susan Anderson

- Tree project and Airport Futures project both have second readings at City Council tomorrow
- BPS is accepting a Metro CET gram to start work on analysis of brownfield redevelopment options
- BEST Awards invites
- BPS staff all on 7th floor
- Portland Plan Business Forum is on April 29th

Chair Baugh adjourned the meeting at 4:17pm.