

Consent Amendments

	Commissioner	Reference	Proposed Language	Rationale
47	Oxman	GP4-15	Policy 4.59-68 Flexible development options. Encourage flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally sensitive areas <u>and to retain healthy native and beneficial vegetation and trees.</u>	Consistency between Policies 7.19 and 4.68
48	Oxman	GP7-10	Policy 7.2 Environmental equity. Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. <u>This includes addressing, including</u> disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.	Editorial suggestion.
50	Oxman	GP7-11	Policy 7.4 Climate change. Update and implement strategies to reduce carbon emissions <u>and impacts,</u> and increase resilience through plans and investments, and public education.	Editorial: Provides policy context for 7.4a Carbon sequestration; sequestration is separate from emission.
51	Oxman	GP7-12	Policy 7.9 Habitat and biological communities. Ensure that plans and investments are consistent with and advance efforts to improve, or support efforts to improve fish and wildlife habitat	1. Editorial suggestion to better include both habitats and habitat corridors.

			<p>and biological communities. Use plans and investments to enhance the habitat diversity, quantity, and quality, of fish and wildlife habitat <u>of habitats</u> and habitat corridors, and especially habitats that:</p> <ul style="list-style-type: none"> • Are rare and <u>or</u> declining. habitat types, and habitats that • Support at-risk plant and animal species and communities. • Support recovery of species under the Endangered Species Act, and prevent new listings. • Provide culturally important food sources, including those associated with Native American fishing rights. 	<p>2. Habitats that are either rare <u>or</u> declining should receive special attention.</p>
52	Oxman	GP7-13	<p>Policy 7.12 Invasive species. Ensure that plans and investments are consistent with and advance efforts to prevent Prevent the spread of invasive plants, and supporting efforts to reduce the impacts of invasive <u>plants</u>, animals and insects, through plans, investments, and education.</p>	<p>Acknowledge that spread and impacts are different phenomena.</p>
53	Oxman	GP8-15	<p>Policy 8.17 Services outside the city limits. Prohibit City provision of new urban services, or expansion of the capacity of</p>	<p>The intro to Chapter 8 uses the term “city limits” - I couldn't find another</p>

			existing services, in areas outside the city's municipal limits-city limits , except in cases where the City has agreements or contracts in place.	mention of term "municipal limits" or definition of that term.
54	Oxman	GP8-20	Policy 8.41 Trees in rights-of-way. Integrate trees <u>into</u> public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.	Editorial suggestion.
55	Oxman	GP8-21	Transportation system Additional goals and policies specifically related to transportation can be found in the Chapter 9 & Transportation chapter of this Comprehensive Plan.	Typo; Transportation is Chapter 9.
56	Oxman	GP9-1	GOAL 9.G: Opportunities for prosperity The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland's role as a West Coast trade gateway and freight hub, by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep	Comma after hub (in "...Portland's role as freight hub...") is not necessary.

			money in the local economy by providing affordable alternatives to driving.	
57	Oxman	GP9-11	<p>Policy 9.11 Growth strategy. Centers, Corridors, and Transit Station Areas, and Greenways. Use street design and policy classifications Enhance 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 as highlighted in Chapter 3, Urban Form and Design.</p>	Typo; number agreement (“context”).