



CITY OF  
**PORTLAND, OREGON**

**Amanda Fritz, Commissioner**  
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April 13, 2016

To: City Council  
From: Commissioner Fritz  
CC: Joe Zehnder, Chief Planner; Eric Engstrom, Principal Planner; Susan Anderson, Director

RE: Potential Additional Comp. Plan Amendments and Refinements – REVISED MEMO

Since publication of the Comprehensive Plan Amendment Report on March 18th, I have identified minor amendments to be included for discussion at upcoming Comprehensive Plan hearings on April 14<sup>th</sup> and 20<sup>th</sup>, 2016.

1. Chapter 2, P.GP 2-5

Amend Goal 2.F: Accessible and effective participation. I support the following language proposed by the Public Involvement Advisory Council in coordination with the Anti-Displacement PDX coalition, to address both physical and cultural accessibility in community involvement processes.

**Goal 2F: Accessible and effective participation**

City planning and investment decision-making processes are designed to be culturally accessible and effective, and responsive to the needs of all communities and cultures. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific responsive, and robust community involvement.

*Co-sponsored by Mayor Hales*

2. Errata: the following policy change proposal was included in my original list of amendments submitted to the Bureau of Planning and Sustainability prior to March 18.

Chapter 2, P. GP 2-11

Add a policy emphasizing the need for the City to budget sufficient resources for the Community Involvement Program:

**"Adequate funding and human resources. Provide a level of funding and human resources allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process.**

3. **Chapter 9, Policy 9.57 - Off-street Parking.** Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand. Provide adequate but not excessive off-street parking where needed, consistent with the preceding practices.

*Co-sponsored by Commissioner Novick*

4. **Chapter 9, Page GP9-6, 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. This is achieved through 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.

*Co-sponsored by Commissioner Novick*