

## All-PEG Meeting Summary

Below is a summary of the comments/feedback made during the mapping exercises at the All PEG meeting held on October 18, 2013.

### **Discussion Topic 1 – How should we create healthy, connected “complete” neighborhoods in East Portland?**

#### Low Income/vulnerable Populations

- Does it make sense to start with poorest populations? If we don't create community for them, they may fall into homelessness (triage).
- Low income coming to East. From Portland Plan, 20-min. neighborhoods—let's tap bank community reinvestment (these are silent partners).
- Push for equity lens to address disparities. Also, how to mitigate risk of gentrification & homelessness.
- Consider extra resources into schools that serve mostly vulnerable populations, for workforce education.
- Don't trade off health equity for prosperity.
- One of the biggest equity issues has historically been how we allocate citywide funding—East Portland doesn't get citywide dollars in the same proportion as other parts of the city.
- New immigrants often organize around who has a car.
- Immigrants are often priced out of rentals as services improve and have to move.
- Show youth and most vulnerable populations—south of Stark, east of 82<sup>nd</sup>.
- Yes, centers should be prioritized with equity in mind. Contracting is often done by low bid. PDC is trying to do work in this area to not be bound by low bid – another way people can directly benefit from public dollars.
- Be careful of the vulnerable populations when decisions about infrastructure improvements are made especially kids.
- There is an inherent conundrum between equity and infrastructure. As we build out, we create circumstances for economic displacement. Be mindful of how rapidly people are moving so that infrastructure projects are not chasing moving populations.
- Bring other societal tools to the gentrification issue such as education policy (e.g. Sun Schools in vulnerable neighborhoods, free lunch programs). You need the infrastructure (schools, parks) to implement these other tools.
- Support programs for vulnerable populations should be available regardless of whether an area is identified as doing better from an equity perspective. A school with 33% of students or less on free lunch program is not identified as vulnerable yet 33% of students there are still vulnerable and need services.
- We need four things for equity:
  1. infrastructure upgrades without displacement
  2. frequent transit service and connectivity
  3. economic and workforce development that is culturally specific
  4. mixed housing opportunities.

#### Safety

- Investment interest is dampened when an area does not feel safe. Kinds of infrastructure (eyes on street) and coordination with police. City of Gresham built a police station in

Rockwood, to counter crime. City of Portland should dovetail with services on our side. Could NPI's serve this need?

#### Investment strategy

- Silo'd planning decisions, need affordable housing, and economic opportunity. Need comprehensive investments. Not urban renewal. Need to stabilize neighborhoods.
- Concern that we "stop hemorrhaging" first, before serving intended centers.
- Williams's corridor—lots of development and displacement.
- Infill should not erase character of neighborhoods
- Haven't addressed anger of displaced. Amorphous, but very real.
- Remember promises of 1960's, not kept.
- Financial barriers to lending—show customer base, people with disposable income, for neighborhoods. Commercial investment.
- Mitigation—education leads to jobs. Financing for businesses that rely on customers. Grocery store (New Seasons) near Emanuel Legacy got financing.
- What is more important here – paved streets or other transportation infrastructure or services?
- Can infrastructure investments be balanced to reduce displacement and instability?
- The relationship to the school districts is very important. The Map App needs to show school districts boundaries.
- Make sure that we're not taking a model that worked well in another part of the city and dumped into another area that doesn't reflect the local context. It needs to fit the location. The way the centers work needs to be unique.
- Irony of improving areas and trying to avoid gentrification. The city needs a new model.
- Accept that there are areas that are no longer the priority. Like Woodstock, Sellwood.
- What does it mean for East Portland if we improve transit service to the suburbs? If people can more easily access the suburbs, will they begin to move there, and what will that mean for funding and improvements in East Portland?
- Transit improvements and infrastructure improvements in East Portland need to be coordinated. If you put all the right things in an area (sewer, parks, sidewalks, etc.) but you still can't reach it on transit then no one will move there.
- Don't develop new town or neighborhood center just because there aren't other circles (centers) nearby. Instead, focus on where population is and where transit is in place and leverage existing amenities and services
- There is agreement that the main downtown (central city) should be vibrant, but 25% of the city (40% of kids) doesn't live downtown and we can't ignore those people.

#### Parkrose and 122/Foster

- Valuable strategy to see investments in Parkrose.
- Adding centers also takes away from investments in existing centers in East Portland.
- Need density to justify centers. 122<sup>nd</sup>/Foster doesn't have it -Rural character.
- Cully and Parkrose—don't forget them. Left out of things for many years. Cully has high Communities of Color. Those NPIs struggle because businesses not already there, and low income. Parkrose has busy traffic (Sandy).
- Parkrose—historic main street is Sandy. Parkrose schools have 45 languages & 70% free lunch. Major freight movement, with underserved neighbors. Let's figure it out.
- Addressing the stormwater issue could present an opportunity because we can build green systems and get multiple values. We shouldn't deemphasize development in the stormwater challenged areas.

- The City owes something to the people who live or work in the stormwater challenged areas because they have been paying taxes for the big pipe. It's an issue of infrastructure equity.
- The Parkrose area is discussing economic development and prosperity along Sandy and the freight route along Sandy could be in direct conflict with goals for neighborhood center development.
- Sandy through Hollywood is still a busy street but it functions much better for the community.
- Parkrose challenged because it's only half (split by RR)
- Lacking North-South transit, other? Connections - Creating/enhancing connectivity to North is very important. Colombia Corridor businesses: mfg. growing but bus access lacking AND need Trimet schedules that accommodate swing shifts
- Create Central Eastside-like development
- Don't put highest density near highest pollution, move centers of Gateway farther East so that residential density is farther from freeway
- Probability of private capital here? Eg: LRT, PCC, airport jobs, Portland Adventist, new Kaiser clinic being built therefore good potential)
- RR is a barrier and it is expensive to build and overpass
- Kmart: redevelop this as a center? de-pave and create nucleus
- At 122<sup>nd</sup> and Foster: That important center focus/"ground zero" – is full of gas stations! 122<sup>nd</sup> and Division is auto-oriented. How to transform? Asian and eastern European population in the area and south of this proposed center. Capture ethnic flavor here and build on this
- Jobs here are key – raise household income at least to neighborhood average

Gateway and 122<sup>nd</sup>/Division – should we prioritize these since they have high vulnerable communities.

- Consider Mult Co farm goods program/co-op. City and County co-op community for food sharing. New Columbia has a grocery co-op that is subsidized by the County.
- New Seasons example of bringing a grocery to an area lacking (Killingsworth/33<sup>rd</sup>)
- Frequent service bus on 122<sup>nd</sup> would be valuable.
- One goal of the centers is to provide more transportation choices.
- Grocery stores need to get out of mindframe of charging more (insurance) in "bad areas".
- Some areas don't need the big grocery- Green Zebra – does the City leverage businesses to bring groceries to go to areas to more vulnerable populations.
- Can we create a factor to look at population x the total income (spending power or density of money)
- Lower density is still preferred by high income.
- Gateway: needs private capital; hard to lease space here currently to attract development interest

### **Discussion Topic 2 – How should we create healthy, connected “complete” neighborhoods in Southwest Portland?**

- SW Portland demographics were explored in the Map App. Population density is lower in SW. Racial diversity is lower but more concentrated, including a Somali community near mosques.

- SW Portland is more auto-oriented. Pedestrian access is difficult, and even some living near centers can't safely get there.
- Consider age when addressing equity. Many SW residents are aging in place and will need services that address their changing needs.
- Infrastructure in SW is older, and much of it falls below the minimum "basic levels of service." However, improving it runs counter to an equity focus on vulnerable populations first.
- If funding is scarce, some at the table said they'd rather see the investment in East Portland.

#### Complete Communities -

- Multnomah Village (MV) Why not "complete?" Odd since it exemplifies a neighborhood center
  - How many elsewhere are at a tipping point?
  - Map doesn't show gradations (for example, MV needs a grocery store so it's 80% there...)
  - Add housing if that's the missing ingredient (1 out of 10 missing? 8 out of 10?)
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- For at risk areas, meet basic services before we add amenities. Is equity one of the criteria for "complete?"
  - One size doesn't fit all, with topographical or other constraints, maybe there's more emphasis here on digital commerce/ order groceries online, for example  
Look at areas where sidewalks could fill important gaps: near schools and bus stops
  - Sidewalks are missing and critical on arterials and bus/transit streets and frequent transit is needed and important; alternative design standards; fix potholes so you can walk safely on the streets
  - Connectivity and transit rise to top of factors needed for healthy, complete, connected communities
  - Bus system currently radial from downtown. Inter-district connectivity critical (you can get downtown easily but can't get from center to center or from neighborhood to neighborhood by bus or walking)
  - Market of Choice great destination in South Burlingame, there's also small group of other services - VCR repair, etc – amenities that don't show up in map but serve needs of area
  - PCC big population
  - Promote growth: 3500 people can walk to support services
  - Create center of place by centralizing with a focal point – identity; park or plaza – like an amenity around which housing will spring to get to 7000 density – Hillsdale has the beginning of this, but southern strip needs to be punched through and other side of Capital Highway is still a mess
  - "Ground zero" with housing around it; Plaza concept place for farmers market or similar

#### **Discussion Topic 3 – Where and how should we meet forecast land needs for additional Dispersed Employment Areas?**

- Dispersed employment, NPI, infrastructure and proximity to transportation, links to jobs. Let's blend these.

- Farming, small growers, learn skills. Don't cut community supported agriculture.
- Be careful—Zenger Farm, runs Lents farmers market. Keep/create greenspaces.
- Mercy Corps—assists with opening small businesses.
- Aligns with Climate Action Plan to reduce commute distances.
- Expect people with families to move into East, where is most affordable and open space. Need jobs
- Need access for community services.
- Can we have industrial parks with open space (Dawson Creek) .
- Powell lacks complete intersection. Can't maximize potential- drives traffic into neighborhoods.
- 90% of workers have to drive outside of their neighborhood. Big health care sector—need to hire local people.
- Consider diverse economy- Light tech does not require freeways. What does PDC say about where light industrial should go.
- Consider site size? Have options on the market. Austin shows lots of development site options.
- Coordination with Gresham, to create larger geographic area. New police station great idea. Can Portland match/complement on our side?
- Coordination with Trimet plans and future transit lines.
- Mult. Co. small business loans; match or combine with produce markets.
- Justify why no transit opportunities? 122<sup>nd</sup> could link; what about 148<sup>th</sup>? Push Trimet to get service.
- Pay attention to transit and overall transportation connections between East Portland households and these new employment areas. Freeway locations shouldn't presume auto-oriented commuting. Consider how transit relates to working shifts at the industries. Look for areas near interchanges and the Milwaukie Light Rail area - there's a lot of opportunity near Milwaukie – where there is already infrastructure.
- Consider where immigrants are living in relationship to where they are working. New immigrants have to be able to engage economically soon after arriving.
- Development feasibility was questioned if locating in habitat corridors and stormwater-constrained areas. The resulting transaction costs can be high depending on the type of resources and infrastructure needs.
- Area off McLoughlin and south of Tacoma off of Milwaukie has a lot of opportunity could be a focused area for this type of development.
- Surprised there is no circle near Gateway. Is zoning in Gateway not allowing for the dispersed employment?
- Concern about areas near residential. Areas need to have a kernel of support already. Can't be created. Needs to evolve.
- Consider areas along SE 82<sup>nd</sup> – Stark
- All the areas identified have or near habitat corridors. Great areas but there will be additional infrastructure costs due to habitat areas.
- Truck access is going to be an issue.
- City has invested a lot of money into areas (Alberta, etc) - we need to replicate that but for employment areas.
- Typically developers put in surrounding infrastructure. Maybe the city can help with reducing these costs.
- Enterprise zones – add a carrot that is localized. To address stormwater.
- Southern two areas in map app in the Lents Urban Renewal make sense. Could compete with hospitality and retail uses – a pressure. Parkrose is close to the airport. Not great for multifamily. Makes some sense to convert to light industrial. Concern with the “no

net housing policy” (the current draft is removing the no net housing policy but not a done deal).

- Existing residences have issues once they become non-conforming with residential property converted to employment.
- Light rail gentrification potential along East corridor has employment density. Concern about impacts along the Milwaukie Light Rail.
- Concern about OMSI’s proposal to convert to housing/retail area and the impacts on existing employment.
- City may not have enough incentives to make the four proposals in East Portland attractive.
- Allowing a greater density is okay but need to maintain commercial.
- Archdiocese has bought a lot of property around Lents to offset gentrification.
- University of Portland property by the river example.
- Develop in flood area – increase the capacity to address water.
- Concerned about the Central Eastside Industrial example of desiring to get rid of business park – dispersed employment.
  
- If we are going to increase opportunities for employment and industrial development can it be “pretty” industrial?
- Mixed employment is good—a factory is not good.
- Why are we willing to trade-off West Hayden Island for a factory?
- If we increase opportunities for employment and industrial development we need to ensure that we max out on the number of jobs created—put quotas in when we up-zone so that the jobs are realized.
- We need to get our heads around what this could mean for neighborhoods:
  - factories near neighborhoods on W. Hayden Island
  - golf courses near homes turning into industrial sites
  - farms and underutilized sites near Parkrose HS and neighborhoods turning into industrial sites.
- Who will want to live in a neighborhood center near industrial? That might depend on what it looks like. We could use the jobs, but can we make the jobs neighborhood friendly?

Parkrose:

- Could we flip the Parkrose neighborhood center with the Parkrose dispersed industrial area? The center location on Sandy has much better access to the freeway, transit and the airport.
- Can Parkrose get more housing? More housing on Sandy will conflict with the freight route.
- Consider making Airport Way a better freight route to reduce conflicts on Sandy and then improve Sandy for housing and a complete neighborhood.
- Table 1 uniformly agreed that a mixed use center on 122<sup>nd</sup> is better than one on Sandy near the historic Parkrose downtown.

Lents:

- Is anything off limits in terms of increasing industrial land? Are we talking about converting Beggar’s Tick Marsh to industrial? We are certainly talking about converting golf courses to industrial. We seem to be going to a place that would have previously been off limits.
- We should not move in the opposite direction in terms of flood storage and natural resource function along Johnson Creek. The City has been investing in improvements to the flood plain function. Don’t go backwards.

- Our strategy to cut a resource area in half to increase industrial development opportunities and then improving the remaining natural area is insane. We need quantity and quality not just quality.
- We can't just look at colors on a map and find where a change to industrial makes sense. We also have to consider the people who live there. Even if an area is surrounded by industrial, it's someone's house and they may have invested in their homes. On the other hand, would they be happier and healthier living somewhere else away from the industrial.
- Why isn't PIR on the table for industrial development? We should be talking about all these areas (Heron Lakes, Portland Meadows, PIR).
- Area needs: better cellular access, affordable land, parcel assembly
- Concern about money involved in creating employment sites near habitat corridors
- Talk with ethnic communities about where they are looking for employment opportunities