



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

EQUITY WORK GROUP

September 3, 2014 | 4:30 to 6 p.m. | Midland Library, 805 SE 122nd Ave, Portland

KEY THEMES AND OUTCOMES

Community members, advocacy organizations, professionals working on issues related to equity, staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation, Metro and members of the Powell-Division Steering Committee convened on September 3. This equity work group meeting was the beginning of a multi-year effort to incorporate into a transit project ways to increase the prosperity and opportunities for people who live and work in these places today and in the future, while confronting the challenges that new investments can sometimes create.

- There is strong interest in capitalizing on the transit project to advance desired community outcomes, including: mixed income neighborhoods; intentional affordable housing; safer, more welcoming streets and community spaces; new local jobs that hire local workers; protecting existing small businesses especially ethnic businesses that are the heart of communities throughout the corridor.
- People readily identify places that could be made safer, more welcoming and better connected, and these improvements would present opportunities for business development and community building.
- The current challenges faced by communities in Southeast Portland, East Portland and Gresham differ. The solutions need to be context-specific rather than one size fits all.
- People want to see strategic coordination among the jurisdictions in the corridor to make the most of investments.
- Better transit will be welcome, and it should complement (and not reduce) local transit service.

Participants (* indicates Powell-Division Steering Committee members)

Alan Lehto	TriMet	Kirsten Tilleman	Parsons Brinkerhoff
Amy Fleck-Roset	Portland Development Commission	Kim McCarty	Portland Bureau of Housing
April Bertelsen	Portland Bureau of Transportation	Leah Treat	Portland Bureau of Transportation
Beth Cohen	Metro	Leslie Lum	Bureau of Planning and Sustainability
Betty Dominguez	Home Forward	Lore Wintergreen	East Portland Action Plan
Bob Stacey*	Metro	Lori Boisen*	Division-Midway Alliance
Brian Martin	City of Gresham	Lori Stegmann*	Gresham City Council
Brian Monberg	Metro	Mary-Margaret Wheeler-Weber	Multnomah County
Camille Freestone	Metro	Matt Wand*	East Metro Economic Alliance
Dana Lucero	Metro	Miranda Bateschell	Metro
David Hampsten	East Portland Action Plan	Nicole Johnson*	OPAL Environmental Justice
Deb Meihoff	Communitas	Pamela Benoit	Human Solutions
Dena Marshall		Raahi Reddy*	Asian Pacific American Network of Oregon
Hannah Ritchie	TriMet	Ramona Perrault	Metro
Heidi Beierle	Metro	Roger Anthony	
Jake Warr	TriMet	Sharon White	Portland Bureau of Transportation
Jessica Horning	Oregon Department of Transportation	Shirley Craddick*	Metro
Joanna Valencia	Multnomah County	Tiffany Thompson	Oregon Tradeswomen, Inc.
John Bildsoe*	Gresham Coalition of Neighborhood Associations	Tim Brunner	East Metro Economic Alliance
Jon Williams	Metro	Tim Lynch	Montavilla Neighborhood
Juan Carlos Ocaña-Chiu	Metro	Todd Struble	Asian Pacific American Network of Oregon
Katherine Kelly	City of Gresham	Vivian Satterfield	OPAL Environmental Justice
Kelly Betteridge	TriMet		
Kem Marks*	East Portland Neighborhood Office and East Portland Action Plan		

Meeting purpose

- Overview of the transit project’s goals and how the Equity Work Group information will be used by the Steering Committee in its upcoming decisions.
- Begin building a shared knowledgebase of what the transit project could do to bring equitable access to opportunities, attain mixed-income neighborhoods, and avoid involuntary displacement from communities of the Powell-Division corridor. Identify the opportunities, challenges, potential tools and partners that will contribute to meeting the Steering Committee’s equity and well-being goals.

Questions posed to the work group

- **Opportunities:** What are the opportunities for community revitalization that could come with the new transit and station area investment?
- **Challenges:** What challenges are there to achieving the equity and well-being goals, as these places experience new investment and physical change?
- **Tools:** What ideas do you have about the policies, incentives, or tools that could help to leverage the opportunities and redirect the challenges?
- **Partners:** What resources and/or community partners are special to this place that will be instrumental to achieving our project goals?

SOUTHEAST PORTLAND

<p>Opportunities</p>	<ul style="list-style-type: none"> ▪ Great schools, parks, amenities for families ▪ Multi use zoning changes – right size supply and demand ▪ Accessory dwelling units ▪ Powell- deepened development sites, adjacencies that may work better than Division for taller buildings ▪ Parklet pull outs , used for station ▪ Stations=small shops/services=economy ▪ North/South connections are really important between Powell and Division as well as to Foster. ▪ Would like to see investment starts from the East and head West especially along the inner Division / Powell segment
<p>Challenges</p>	<ul style="list-style-type: none"> ▪ Providing housing for low income families (2-3 bedroom) ▪ Not having a lot of options for connections N/S in outer East ▪ Lot of new housing and condos on Division making traffic really slow but you cannot widen the roadway. Powell cannot absorb all of the potential traffic. ▪ Careful, safe design at Division and 12th. Important and difficult intersection. ▪ Along 52nd, how many brownfields are in this area? There seem to be areas that are somewhat dead. Between Powell & Division on 52nd? Franklin High is also on 52nd: it is an important and busy place. How can this investment think about services and constructive activities for the students? Also, there appears to be a de facto bike lane there that really should be improved. ▪ 39th to 50th are rapidly developing, rents are already changing significantly – quickly
<p>Tools</p>	<ul style="list-style-type: none"> ▪ Zoning bonus for affordable family units ▪ Land banking

Partners

- Portland Housing Bureau
- Parts of the corridor have domestic violence services and agencies; it may be worth calling them to find out how to support and not negatively impact that population.

EAST PORTLAND**Opportunities**

- Jade Visioning work identified building out bus areas so there is a community place for people to gather while waiting for transit; make high traffic corners feel like community centers
- Better lighting coming from transit stops, linked to street lighting, good for community – feel safer
- 82nd/Division – community hub, people want investments in those transit stations
- Small businesses on 82nd are common places for people to meet. Unique, but people use them as common meeting places
- Opportunity to link the area just west of 82nd with Jade District all the way to 122nd
- Language neutral signage – pictures and visuals – all safety focused in non words
- Reduce traffic so that we can get more people walking without fear
- Fund Division/Midway connections – improve connectivity between neighborhoods to access transit stations – within walking, biking distance
- Improve pedestrian infrastructure, lighting, more seating, provide lots of covered space to make people feel safe
- Make station information-friendly by sharing community information
- Kiosks at stations highlighting businesses within walking distance – highlight local businesses
- Better access to stations – avoid puddles
- More room for bikes, groceries, strollers
- Thoughtful stops that make access to major destinations easy and safe; station placement is important
- Multimodal accommodations at transit stations – bike parking
- Include street trees, vegetation, which address health concerns (i.e., asthma) and reduces sound vibration and softens the hardscape of the street
- Design for stations should be place/community reflective, share in the identity of community
- Incentivize middle income people to move – jobs, schools, lower housing costs with high quality, tax credits, PDC grants and low interest loans (create good paying jobs in the area)
- Improve ADA access, sidewalks and utility pole placement so that they are not the middle of sidewalk

Challenges

- Increase income for people who are there. How do we get local hires in new jobs that move in? (i.e. loans with local hiring regulations)
- Look at existing laws and ordinances need to be changed to allow for local options, (i.e. inclusionary zoning, need right amount of business residential density to optimize project: identify what we need to do to get that)
- 82nd/Powell – threat to physical safety – more active stops (e.g. coffee shops)
Mix of people to make people feel safer

	<ul style="list-style-type: none"> ▪ Lacking in professional jobs ▪ Businesses on Powell want more local bus service to encourage local business utilization ▪ Sidewalks on Powell not safe from 122nd on, tricky due to zoning challenges
Tools	<ul style="list-style-type: none"> ▪ Revamp existing grants (i.e., Metro's Nature in Neighborhood requirements) so that public dollars can be available for softening hardscape, increasing appeal of streetscape, transit stops, strip malls –retrofitting auto orientation, commercial strips, stormwater designs ▪ Public investments to target small/medium businesses to relocate along the alignment, especially living wage jobs, construction jobs, maintenance jobs, (community assets around transit) ▪ Rent stabilization ▪ Land banking ▪ Limited equity housing ▪ Linkage fee ▪ Just case eviction ▪ Small business incubator – PDC, private? Keep rents down as they grow ▪ Artwork ▪ Inclusionary zoning ▪ Potential for land banking ▪ ODOT land transfer ▪ Housing affordability balance and choice – 2015 legislative effort
Partners	<ul style="list-style-type: none"> ▪ Division Midway Alliance will survey about what people want in local businesses to recruit employers that the community wants

GRESHAM

Opportunities

- Inexpensive land
- Book end downtown with transit
- North/south transit connections
- Connect Mount Hood Community College
- Connect corridor to light rail, jobs, education
- Connect Wood Village, Fairview, Troutdale, Vista
- Bike tourism: make it theme to promote trails economic development
- Bike share to supplement transit
- Opportunity to make station are special to promote “character”: bike tourism, downtown theme-trails, economic development tool
- Bike tourism element in Rockwood
- Ethnic markets: along Powell and Division “best place for Mexican food”
 - Food carts/encourage ethnic food carts
 - Buy/share space for restaurants
- Point people to downtown: how to find it? Identify – hard to find downtown Gresham
 - Arts plaza, art theme
 - Art incubator to reinforce cultural identity
 - Make an entranceway
 - Transit is great opportunity to enhance entrance and entryway to downtown - "you are in Gresham"
- Look at best designs around country

	<ul style="list-style-type: none"> ▪ Make icons to identify the cities brand and market ▪ Can this help Mount Hood Community College and Legacy Mount Hood Medical Center? ▪ Mt. Hood – full range, rung in economic opportunity ladder ▪ Connect corridor to light rail to increase options ▪ Connect to Wood Village and Troutdale – other bus routes with good connections ▪ Connect to TriMet's future network ▪ Gresham Vista Park – important to community college – people will have jobs and how to connect people to it ▪ Walking distance to work and shopping ▪ Rockwood – tons of pedestrian traffic there, 181st and Glisan-Powell limited bus line 86, once per hour ▪ Investments at node to create plaza, shopping – bus stops ▪ Connect with business owners 1 on 1 to develop plaza and cocreate vision ▪ Ethnic areas: Russian cultural identity areas, Mexican food carts
Challenges	<ul style="list-style-type: none"> ▪ Concentrated poverty ▪ Crime ▪ Over-abundance of low income housing ▪ Lack of local jobs ▪ Challenges to grocery ▪ Traffic congestion on Hogan/Stark and Hogan/Kane ▪ North/south transit connections in east county ▪ Better grocery access; in Rockwood people get on MAX to get to grocery store ▪ Farmland development pressures Stark and Troutdale Rd full multimodal, Sustainable Cities, Metro Natural Area; gap on north side, raise that priority for county
Tools	<ul style="list-style-type: none"> ▪ New market tax credits (state and fed) ▪ Create opportunities to walk, work/housing, executive, “middle income housing” ▪ Create plazas at nodes/stations ▪ Bike share
Partners	<ul style="list-style-type: none"> ▪ Downtown Gresham business association ▪ East Metro Economic Alliance ▪ Mount Hood Community College ▪ Connect with business owners one-on-one – provide resources ▪ Boeing

Other issues to explore

- There are considerations aside from equity regarding alignment. With so many stakeholders and considerations, equity could be pushed to the side.
- There are going to be a lot of construction opportunities along the corridor. Particularly interested in community benefit agreements and equitable workforce opportunities – bring community agencies ahead of time so they can predict jobs and train their workforce correctly. Oregon Tradeswomen, MAWE, Emerald Cities Portland (local affiliate of national organization working at the intersection of green/sustainability and workforce).

- Opportunity to look at public land that is available all along the corridor and plan those parcels in synergy – think about the balance of investments that take place, including affordable housing.
- Bus rapid transit fits in current infrastructure better and would not affect other structures and right-of-way as much.
- Are express buses that only stop a few times along Division possible?
- How will this project relate to transit existing service?
- How will the public involvement strategy evolve as the project moves forward to keep people engaged?
- Light rail in Seattle (South through Rainier valley) had a great business model with a large fund to mitigate business impacts. How was it funded?
- TriMet is creating equity index to evaluate transit options quantitatively.
- Business service – could bars provide incentive for patrons to utilize transit?

Messages back to Steering Committee

- There are very different needs and solutions in all the different areas. Southeast Portland, East Portland and Gresham are different and the solutions will need to be different. It can't be one-size-fits-all.
- Downtown and Southeast Portland need increased access to affordable housing for families; Gresham and East Portland need local jobs and economic opportunity.
- There is a lot of multifamily housing in eastern part of corridor, but gentrification could make that housing transition. We need to protect/preserve affordable housing as well as build mixed income neighborhoods.
- Enhancements to transit should not negatively impact local service and north/south travel and transit service is important throughout the corridor.
- Align investments as much as possible -- both publicly between roads, affordable housing, utilities, but also with the local businesses and schools to support them and conserve resources. Communication is key.