

## Comprehensive Plan draft calls for 10,000 new homes in Southwest by 2035

By Lee Perlman  
The Southwest Portland Post

Draft proposals of the Portland Comprehensive Plan are due in February. This citywide document will set, and make changes to, the tools by which the City guides public actions and private development.

There will be a series of public workshops, including one the evening of February 19 at the Multnomah Center, 7688 SW Capitol Hwy.

There will be changes proposed to zoning and the zoning code itself, as well as new facilities, transportation and bicycle plans.

In addition, as members of the Comprehensive Plan team told the Planning and Sustainability Commission last month, the public will be asked to react to a series of Growth Scenarios they have been working on, which will guide how and where future growth will take place.

The existing zoning map provides "a lot of capacity" for growth, "but not a lot of focus," planner Tom Armstrong told the Commission. The new Plan provides an opportunity to decide "how we want to grow," he said.

One scenario is Default, just keeping the existing zoning pattern, planner Spencer Williams said.

Another is to concentrate growth in and around commercial "nodes" such as Hillsdale and Multnomah Village, he said.

A third is to concentrate growth along transit corridors and main streets such

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— Susan Anderson, executive director.  
Portland Bureau of Planning and Sustainability

as Southwest Barbur Boulevard and Capitol Highway. Finally, the City could concentrate on filling up the Central City in and near Downtown.

Planners have estimated the amount of new growth each part of the city could expect under each scenario, Williams said. The West Hills would be likely to get the smallest share of new density under all the scenarios, between 10,000 and 11,000 new residences by 2035.

Planners have also looked at how the scenarios would help achieve the goals contained in last year's Portland Plan policy document. For instance, 47 percent of Portlanders live within a quarter mile of "frequent" transit service, and a goal is to increase this to 80 percent.

Currently 45 percent of Portlanders are deemed to live in "complete neighborhoods" where many services are within easy walking distance; the scenarios would raise this to just 48 to 53 percent.

Planning and Sustainability Ex-

ecutive Director Susan Anderson said, "There are a whole lot of variables other than land use" that can determine who goals are met. One is the provision of new transit facilities.

However, as Commissioner Howard Shapiro pointed out, "It seems to me you have to rely on sister agencies like TriMet, and they've not always been a willing sister."

To this Armstrong replied, "We start by deciding our priorities. Our investments can lead them to confidence that if we improve service, it will result in greater ridership."

A key issue is where and how the City allocates "investment" in the form of better streets, parks and other public facilities. "We now have a system that allocates growth, but not investment," Armstrong said.

The question of providing such infrastructure is a tricky one. On one hand, the City feels a need to be "efficient" in allocating scarce dollars for very expensive items, taking advantage of federal matching funds whenever available.

On the other hand, a consistent theme of the Portland Plan is "equity," and this includes providing basic services to areas that lack them, especially East and Southwest Portland.

With regard to Southwest, Anderson said, "In the West Hills there are big deficiencies" in terms of basic streetscape infrastructure. "The big difference is those people don't care as much. They're living in relative isolation by choice."

Some Commission members questioned whether the February events will

in fact allow the public to weigh in on choices not already made.

To this planner Sandra Wood said, "No, the whole thing is open to discussion."

According to Wood, "It's difficult for the public to weigh in on the whole 200 pages, so we're zeroing in on some issues. Some things may be more open than others, but it's definitely not baked."

Commission chair Andre Baugh commented, "This will play out as some hard choices for people to make."

### Candlelight Vigil

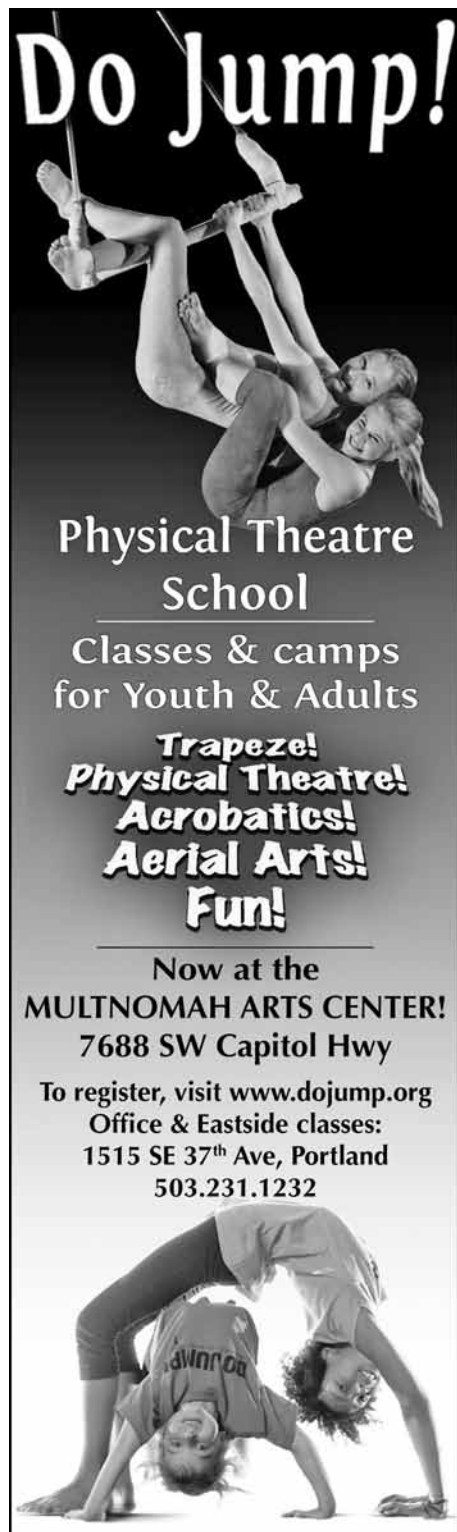
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pening in our community. Crashes are preventable. Slow down, obey the rules of the road, write letters needed to fund traffic safety in our community."

Several people at the event noted the diagonal way that Shattuck Road intersects with Beaverton-Hillsdale Highway. According to Averbeck, there is something called "skew" at this particular intersection where vehicles can turn at a high rate of speed.

"We need more signs, more pedestrian involvement," said one family member. "Slow down; take a second while turning; every pedestrian is important. Slow down and love each other this holiday season."

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## Choosing Wisely makes sense for good health

*Is your doctor ordering too many tests?*

By Joyce De Monnin,  
AARP Oregon Outreach Director



normal so you figure, that's great!

But is it?

For the first time, the American Board of Internal Medicine Foundation (ABIM) has come up with guidelines that can help both providers and patients decide if therapies and tests are a good idea through the Choosing Wisely Campaign. "Too much testing is being done that isn't needed, that doesn't work," says John Santa, M.D., who directs health ratings for Consumer Reports. Before going to work for Consumer Reports, Santa worked at Oregon Health and Sciences University.

*Choosing Wisely* is focused on encouraging physicians, patients and other health care

Consider this scenario: You go to the doctor for a routine annual physical, and the next thing you know the doctor has ordered a half dozen diagnostic tests. Everything turns out

stakeholders to think and talk about medical tests and procedures that may be unnecessary, and in some instances can cause harm.

Consumer Reports will be developing and disseminating materials to patients through large consumer groups such as AARP to help patients engage their physicians in these conversations and ask questions about what tests and procedures are right for them.

We all have a role to play in stopping expensive treatments that cost money and may not improve your health. Choosing Wisely is an important tool to make sure you are getting the right care at the right time, and care that is safe and tailored to you. Go online to find further resources and information:

**Facts sheets and information on Choosing Wisely:**

- <http://consumerhealthchoices.org/campaigns/choosing-wisely/>

- <http://bit.ly/HPfXOT>

**Information on how to receive Quality Care in Oregon:**

- [www.partnerforqualitycare.org/](http://www.partnerforqualitycare.org/)