

Community Development Scenarios Evaluation Matrix: This matrix helps explain the differences between the scenarios.

The matrix will be used along with public input, transportation needs and policy direction to determine the preferred scenario.

Key: +/- Pros/Cons Potential, + Modest Change Potential, ++ Expanded Change Potential, +++ Further Expanded Change Potential

Considerations and Evaluation Criteria	Scenario 1: Basic Level of Service	Scenario 2: Enhanced Intersections	Scenario 3: Corridors	Scenario 4: Centers and Corridors
<p>Access to services Commercial services, home-based business opportunities, amenities, and other key spaces are within walking/biking/etc. distance and/or with transit access.</p>	<p>No land use changes. Limited commercial activities within walking distance, and continued travel to adjacent Woodstock, Foster, Lents, and Clackamas to access commercial activities</p>	<p>+ Modest new commercial opportunities at small-scale development at key intersections</p>	<p>++ Expanded commercial opportunities at medium-scale development within walking distance along the proposed neighborhood corridors</p>	<p>+++ Further expanded commercial opportunities at medium-scale development in the expanded neighborhood centers, proposed neighborhood corridors, and the proposed 72nd and Flavel neighborhood center</p>
<p>Affordable housing opportunities New buildings with more than 19 units must make 10–20% of them affordable to low-income households. Additional affordable housing could come from nonprofit developers with public funding.</p>	<p>No land use changes. Affordable housing is limited to existing multi-dwelling and commercial mixed use zoning</p>	<p>+ Modest new opportunities for affordable housing development at key intersections</p>	<p>++ Expanded affordable housing opportunities along proposed neighborhood corridors of SE 52nd and SE 72nd</p>	<p>+++ Further expanded affordable housing opportunities in the expanded neighborhood centers, proposed neighborhood corridors, and the proposed new 72nd and Flavel neighborhood center</p>
<p>Existing low-cost apartments discouraged from redevelopment Zoning regulations incorporate anti-displacement and equitable community development work.</p>	<p>No land use changes</p>	<p>+ Future phase to include number of potential low-cost apartment properties identified for preservation</p>	<p>+ Future phase to include number of potential low-cost apartment properties identified for preservation</p>	<p>+ Future phase to include number of potential low-cost apartment properties identified for preservation</p>
<p>Estimated number of new households and range of housing types Actual development depends on demand and new infrastructure.</p>	<p>Approximately 2,350 new households created by 2035 (only a 15% increase, compared with Portland’s projected 25% household increase)</p>	<p>+ Future phase to include acreage of land with added development capacity</p>	<p>++ Future phase to include acreage of land with added development capacity</p>	<p>+++ Future phase to include acreage of land with added development capacity</p>
<p>Proximity to high-frequency transit Placement of additional commercial and housing opportunities next to high frequency transit lines (e.g., TriMet #14-Hawthorne on Foster Road, #72-Killingsworth/82nd).</p>	<p>+ Modest commercial and housing opportunities within walking distance to existing high-frequency transit</p>	<p>+ Modest commercial and housing opportunities within walking distance to existing high-frequency transit</p>	<p>++ /adjacent Expanded commercial and housing opportunities within walking distance to existing high-frequency transit</p>	<p>+++ /adjacent Further expanded commercial and housing opportunities within walking distance to existing high-frequency transit</p>
<p>Displacement risk and potential need for mitigation Displacement risk is the involuntary relocation of current residents or businesses and can occur through physical, economic, and cultural factors despite public action/inaction and potentially increased by public intervention. Assessment may necessitate economic analysis to determine if different zones are associated with differing levels of residential displacement.</p>	<p>+/- Project area has 66% owners in 2019 vs. only 53% in all of Portland, likely due to the lack of diverse housing options</p>	<p>+/- Topic will be the subject of further analysis</p>	<p>+/- Topic will be the subject of further analysis</p>	<p>+/- Topic will be the subject of further analysis</p>
<p>Urban heat island mitigation Opportunities to mitigate excessive heat impact will depend on existing conditions and new development/infrastructure, including increased planting or preservation of trees, alternative roof and paving treatments, and site design practices.</p>	<p>+/- Flavel Street was the hottest during the June 2021 heat wave with Lents having the most heat-related deaths</p>	<p>+/- Topic will be the subject of further analysis</p>	<p>+/- Topic will be the subject of further analysis</p>	<p>+/- Topic will be the subject of further analysis</p>