

**Open Record dates:****September 5, 2012**

1001      **TIME CERTAIN: 2:00 PM** – Adopt new supporting documents for an update of Portland's Comprehensive Plan (Ordinance introduced by Mayor Adams) 1 hour requested

**PASSED TO  
SECOND READING  
SEPTEMBER 19, 2012  
AT 9:30 AM**

Record is open until 5:00 p.m., September 12, 2012.

**September 19, 2012**

1068      Adopt new supporting documents for an update of Portland's Comprehensive Plan (Second Reading Agenda 1001)

Record is open for testimony on Substitute to be prepared for 9/26/12.

**CONTINUED TO  
SEPTEMBER 26, 2012  
AT 9:30 AM**

**September 26, 2012**

S-1098      Adopt new supporting documents for an update of Portland's Comprehensive Plan (Previous Agenda 1068)

**Motion to accept substitute ordinance and reports:** Moved by Mayor Adams and seconded by Commissioner Fritz. (Y-3; Leonard absent)

As announced at 9/26 Council meeting, Record is open for testimony on Substitute until vote on 10/3/12.

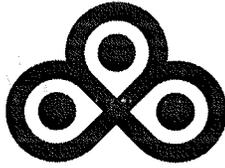
**SUBSTITUTE  
PASSED TO  
SECOND READING  
OCTOBER 3, 2012  
AT 9:30 AM**

**October 3, 2012**

S-1110      Adopt new supporting documents for an update of Portland's Comprehensive Plan (Second Reading Agenda 1098)  
(Y-3)

Vote taken. Record closed.

**SUBSTITUTE  
185657**



185657

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## Council Transmittal Memo

**DATE:** September 26, 2012  
**TO:** Mayor Sam Adams and Members of City Council  
**FROM:** Susan Anderson, Director

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- 1. Ordinance / Resolution Title:**  
Adopt new supporting documents for an update of Portland's Comprehensive Plan
  - 2. Contact:** Tom Armstrong, Supervising Planner, 503-823-3527
- 

Based on the public testimony received on this ordinance, the Bureau of Planning and Sustainability recommends the City Council move to substitute the following documents listed as part of Exhibit A to the ordinance:

*Economic Opportunities Analysis Section 1: Trends, Opportunities and Market Factors* - as recommended by the PSC on June 12, 2012 as amended by Council

*Economic Opportunities Analysis Sections 2 and 3: Employment Land Needs and Supply Analysis* - as recommended by the PSC on June 12, 2012 as amended by Council

*Economic Opportunities Analysis Section 4: Alternative Choices* - as recommended by the PSC on June 12, 2012 as amended by Council

*Buildable Lands Inventory Report - Summary of Future Development Capacity* - as recommended by the PSC on June 12, 2012 as amended by Council

*Inventory of Residential Land Map* - as recommended by the PSC on June 12, 2012 as amended by Council

The proposed amendments to these exhibits are explained below.

These amendments clarify the underlying assumptions and reasons in the analysis, but do not change the results.



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Economic Opportunities Analysis  
Section 1. Trends, Opportunities & Market Forces

X. MARINE CARGO FORECAST (page 85)

EcoNorthwest also goes into considerable depth examining the role that the Port of Vancouver could play in meeting the region's marine terminal land demand. The Port of Vancouver has an estimated 750 acres of vacant land available for future marine terminal development. Land needs associated with demand forecast for the Port of Vancouver ranges from 19 to 980 acres. Because Vancouver is outside the Metro urban growth boundary, and beyond the reach of Oregon land use policy, that element of regional supply and demand is beyond the scope of this analysis. However, there is considerable public interest in the question of regional port land supply coordination. The potential trade-offs involved with allowing Vancouver to capture a larger share of future marine terminal growth is discussed again in Section 4 of this report.

Sections 2 and 3. Employment Land Needs and Supply Analysis

II. EMPLOYMENT & LAND DEMAND FORECAST (page 8)

Add:

Figure 1. Employment Forecast Geographies Predominant Site Conditions

Location	Sectors	Density/site size	Features
<b>Central City</b>			
<b>Central City Commercial</b>			
CBD, Lloyd District	Office, mixed employment	High, <1 acre	Regional CBD
<b>Central City Incubator</b>			
Central Eastside, L. Albina	Industrial, mixed employment	Medium, <3 acres	Hybrid industrial area
<b>Industrial</b>			
<b>Columbia Harbor</b>			
Harbor/Airport districts	Distribution, manufacturing	Low, 1-100+ acres	Marine/rail/air hub
Harbor Access Lands*	River-dependent industry	Low, 5-100+ acres	Deepwater channel
<b>Columbia East</b>			
Col. Corridor E of 82nd	Industrial, mixed employment	Low, 1-20 acres	Flex industrial parks
<b>Dispersed Industrial</b>			
Neighborhoods	Industrial, mixed employment	Low, <1-10 acres	Freeway proximity
<b>Commercial</b>			
<b>Gateway Regional Center</b>			
I-84 at I-205	Mixed commercial, institutional	Medium, <1-6 acres	Transit/freeway hub
<b>Town Centers</b>			
Neighborhoods	Mixed commercial, institutional	Low/med., <1-3 acres	Mixed-use centers
<b>Neighborhood Commercial</b>			
Neighborhoods	Retail, mixed employment	Low, <1-10 acres	Commercial corridors
<b>Campus Institutions</b>			
<b>Campus Institutions</b>			
Neighborhoods	Hospitals, colleges	Low/med., >10 acres	17 large campuses

\* Harbor Access Lands are a subarea of Columbia Harbor with deepwater channel access for river-dependent uses.

Source: Bureau of Planning and Sustainability



Add Figure 2. Harbor Access Lands (page 10)

Correct Figure 3. 2010-2035 Employment Growth Distribution (page 13) to be consistent with the employment totals in Figure 11.

### III. SUPPLY: BUILDABLE LAND INVENTORY (page 26)

For the Industrial areas, underutilized parcels are treated differently. Industrial Sanctuary designated industrial-zoned parcels are limited to vacant parcels. Underutilized parcels are not included in this analysis because there are no FAR limits in the Portland industrial zones and industrial development tends to have lower building coverage with large areas for outdoor storage and vehicle maneuvering areas. However, developed parcels designated Central Employment and Mixed Employment that currently utilize less than 10% of their allowed floor area (regardless of the improvement-to-land ratio) are considered underutilized and included in the land supply because these parcels tend to include a wider mix of uses with more intensive development.

## Section 4. Alternative Choices

### VI. COLUMBIA HARBOR AND OTHER INDUSTRIAL AREAS (page 18)

~~Vancouver is an alternative for marine terminals and their port has available land. However, the growth capacity of Portland and Vancouver harbors to meet regional demand is constrained, as analyzed in recent West Hayden Island analysis. It is more favorable to have this growth occur in the region, rather than outside the region. However, many of benefits in terms of jobs and future tax revenue would flow north to Washington.~~

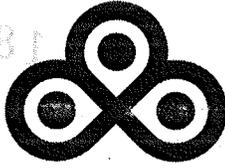
### Buildable Lands Inventory Report - Summary of Future Development Capacity

Replace the Underutilized Capacity and Residential Constraints map on page 23 in order to remove areas designated open space from the map as these areas are not included the residential capacity calculations.

### Inventory of Residential Land Map

Replace map with the Underutilized Capacity and Residential Constraints map (September 20, 2012) in order to remove areas designated open space from the map as these areas are not included the residential capacity calculations.





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Adopt new supporting documents for an update of Portland's Comprehensive Plan
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- 

At the September 5 City Council hearing and in subsequent submitted testimony a number of issues and questions were raised regarding the Economic Opportunities Analysis (EOA) to which the Bureau of Planning and Sustainability would like to respond. We note that a lot of the testimony addressed future policy choices that will be addressed in future Periodic Review tasks. These comments will be considered as we move forward. For now, this memo focuses on the comments concerning the EOA methodology and assumptions, which are primarily outlined in the September 5 letter from Steven L. Pfeiffer and Dana L. Krawczuk on behalf of Schnitzer Steel.

The comments reveal the basic challenge of the EOA in establishing a set of reasonable assumptions about the future development of Portland's employment areas. Some of the comments address the employment forecast and how it translates into the future demand for employment land. Other comments deal with the land supply, specifically how we have accounted for various constraints on the future development of the land which impacts the development capacity. We acknowledge that there is uncertainty regarding the future and how these assumptions will play out. To help address that uncertainty we provide sensitivity analyses that provide a range of outcomes that gives a sense of the scale of the issues.

In the end, the Portland City Council has the discretion to decide which reasonable assumptions would best serve as a basis for the future employment lands needs analysis. We recommend that the City Council continue this hearing and consider a substitute ordinance with a revised EOA document based on the changes discussed below.



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- A. Site characteristics of industrial uses in Columbia Harbor and Harbor Access Lands have not been clearly identified or applied in the demand analysis, the BLI, or the reconciliation.

We agree that the EOA could be clearer in how the “forecast geographies” are determined. The information about the unique characteristics of each geography is scattered in different sections of the EOA:

1. Mix of sectors and employment trends by forecast geographies - Section 1, pp. 27-30.
2. Business focus group observations by forecast geography - Section 1, pp. 31-41.
3. Development conditions and trends by forecast geography - Section 1, pp. 42-71, 81-82.
4. Local economic specializations and multiplier analysis - Section 1, pp. 72-80.
5. Portland Harbor conditions, trends and demand analysis - Section 1, pp. 83-85 & Appendix C.
6. Building type demand by forecast geography - Section 2/3, pp. 13-19.
7. Short-term and site-size demand by forecast geography - Section 2/3, pp. 20-21.
8. Buildable land supply by forecast geography - Section 2/3, pp. 22-29.
9. Demand and supply reconciliation by forecast geography - Section 2/3, pp. 30-34.

As described in the table below, each geography represents different categories of land demand, based on business location preferences and zoning preferences. Each geography has a distinctive mix of business sectors, infrastructure, building types, density, and site sizes. To clarify these assumptions, we proposed to amend the EOA to include this summary table that identifies the unique characteristics for each forecast geography.

There is also confusion regarding how we have addressed the riverfront industrial land. The “Harbor Access Lands” is a subarea of Columbia Harbor representing land with access to the deepwater channel where demand for river-dependent and river-related industry can be accommodated. The EOA did not break out Harbor Access Lands as a separate forecast geography because the manufacturing/distribution demand is comparable across Columbia Harbor and the overlapping types of freight terminal demand would be unduly complex. Instead, the demand, supply, and demand/supply reconciliation were specifically broken out for harbor access lands, so that river-dependent and river-related land needs could be adequately analyzed for periodic review. To improve clarity, we propose to add a map of Harbor Access Lands in the EOA (attached).



**Figure 6. Employment Forecast Geographies**

<b>Predominant site conditions</b>			
Location	Sectors	Density/site size	Features
<b>Central City</b>			
<b>Central City Commercial</b>			
CBD, Lloyd District	Office, mixed employment	High, <1 acre	Regional CBD
<b>Central City Incubator</b>			
Central Eastside, L. Albina	Industrial, mixed employment	Medium, <3 acres	Hybrid industrial area
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<b>Campus Institutions</b>			
<b>Campus Institutions</b>			
Neighborhoods	Hospitals, colleges	Low/med., >10 acres	17 large campuses

\* Columbia Harbor is a "manufacturing & distribution" area and multimodal freight-hub location. Harbor Access Lands are a subarea of Columbia Harbor with deepwater channel access for river-dependent uses.

**B. The EOA applies citywide "industrial" assumptions about brownfields remediation to the Columbia Harbor and Harbor Access Lands, which fails to recognize the complexities associated with the Portland Harbor Superfund site.**

The brownfield discount factor, assuming 40% redevelopment of industrial brownfield area by 2035, was based primarily on 1999-2011 development trends (Figure 37, Section 2/3, page 34). Of approximately 70 cases of new construction on industrial brownfield sites in this trend data, 50 were in Columbia Harbor, which is a representative sample that is evidence that some remediation of these sites will take place over the next 25 years.

In addition, increasing the brownfield discount factor would have limited effect on development capacity in the Harbor Access Land subarea because the BLI counts multiple



overlapping constraints. All of the harbor brownfield sites currently have a 60% capacity reduction for contamination and an additional 10% reduction for the greenway constraint area. Some also have an additional 10% reduction for infrastructure constraints. The effective discount rate for all constraints combined for the Harbor Access Lands is 72% (Section 2/3, page 26). Brownfields at the 60% discount rate account for 65 acres of capacity in the Harbor Access Land subarea. For the short-term (5-year) land supply calculation, the brownfield constraint is increased to 100% (no remediation/development), which results in a short-term supply of only 29 acres (Figure 27, Section 2/3, page 33).

With respect to the Portland Harbor Superfund area, the basic assumption is that this issue will be resolved in the next 25 years and does not represent an added long term constraint beyond the brownfield remediation factor.

**C. The evidentiary basis and reasonableness of assumptions about the intensity of development in Columbia Harbor and Harbor Access Lands are unclear and may be inconsistent.**

The September 12 letter from Steven L. Pfeiffer and Dana L. Krawczuk suggests that a lower FAR assumption should be used to calculate the future land demand in the Harbor Access Lands subarea, as low as 0.07 based on the Port of Portland's marine terminals. This suggestion implies a different methodology than what is used in the EOA.

The EOA calculates the land demand in two different ways. The low FAR development of marine terminals is accounted for by calculating a separate land need based on the cargo forecast. The 0.35 FAR assumption only applies the employment driven land demand portion of the demand analysis, which only makes up a small portion of the demand for land in the Harbor Access Lands subarea. The employment in the Harbor Access Lands includes more than river-related/dependent uses and has a mix of businesses like Freightliner, Siltronics, and UPS. This employment base reflects a more general industrial development pattern and directly influences the forecasted employment allocated to the Harbor Access Lands subarea, therefore it is not appropriate to utilize an FAR assumption that is solely based on marine terminals.

As a cross check, when the 350 acres for marine terminals is included in the average FAR calculation for the Harbor Access Lands subarea, then the effective FAR is 0.17, which is significantly lower than the 0.26 FAR of the sample site layout for the Time Oil case study in the *Regional Industrial Site Readiness Project*.



- D. The cost of developing in Columbia Harbor and Harbor Access Lands should be recognized as a constraint, similar to the market factor adjustment applied to other employment geographies.

The market factor adjustment in the neighborhood commercial areas is based on how the market is utilizing the available floor area under current zoning and is not related to the cost of development. The additional cost of development in the industrial areas are embedded in the discount factors for brownfields and infrastructure.

Furthermore, BPS disagrees with the methodology of the *Regional Industrial Site Readiness Project*. It is inappropriate to include the \$14.18 million cost of a marine dock as an infrastructure cost - it is a development cost that is incurred as part of the nature of the business and is not tied to a specific site or location.

- E. The EOA consideration of redevelopable land within the Columbia Harbor and Harbor Access Lands appears to be internally inconsistent.

We agree that the EOA could be clearer in how underutilized/redevelopment land is included in the Columbia Harbor and other industrial geographies. The EOA report states that underutilized/redevelopment capacity is not included on parcels in industrial zones (Section 2/3, page 23). But the land supply does include redevelopment capacity on underutilized Central Employment (EX) and Mixed Employment (EG) designated land. The redevelopment capacity for the industrial areas is 152 acres, including 81 acres in the Columbia Harbor (9% of the supply) and 4 acres in the Harbor Access Lands subarea (4% of the supply).

The inclusion of this redevelopment capacity is appropriate because the employment forecast for the Columbia Harbor includes a significant amount of non-industrial development - 229 acres or 25% of the demand (Figure 13, Section 2/3, page 15).

- F. It is unclear if the EOA considered the lack of infrastructure availability as a development constraint in Columbia Harbor.

As noted in the BLI Report, Appendix C, the infrastructure constraints include deficiencies in transportation, water, sewer, and stormwater infrastructure.

## Other Issues Raised

### Diminishing Rate of Development Feasibility

The Portland Business Alliance raised the issue that development will become more difficult over time as the easier parcels are developed first. Therefore, instead of basing the development constraint factors on past development trends, the constraints should be further discounted to account for this increased difficulty.



The alternate view is that over time as the land supply tightens the development market will focus more attention on these constrained sites, especially on the part of businesses that need access to the river and that constraints may be reduced as brownfield redevelopment experience and familiarity increases.

We think the current development constraint assumptions offer a balance between these competing view points.

### Port of Vancouver Capacity

The Portland Business Alliance and the Port of Portland expressed concern about the references to available capacity in the Port of Vancouver and how it should not be considered in the context in the EOA.

The EOA does not account for any capacity on Port of Vancouver lands. The reference in the narrative was included to address other comments about options available to meet the shortfall. The narrative also explains the negative impacts (loss of jobs, loss of tax base, increased transportation costs) that could result from such a shift. To clarify and avoid any further confusion, we propose to delete the references to the Port of Vancouver from the EOA report.

### Redevelopment of Industrial Land

The Audubon Society of Portland highlights the issue of how to account for redevelopment or intensification of underutilized industrial land. This issue also is noted in the Planning and Sustainability Commission transmittal letter.

We analyzed redevelopment (refill) rates on industrial land in EOA Section 1 Figure 32 (page 82). From 1999-2011 about 36% of industrial development in the Columbia Harbor occurred on land that was not vacant - this rate is consistent with Metro's 2009 Urban Growth Report refill rate assumptions. This is development activity that is not necessarily tied to employment growth. As such, we have not included redevelopment of underutilized industrial parcels in the BLI in order to be conservative (pessimistic) in our assumptions on development capacity. A refill factor could be part of closing the shortfall gap, but we recommend exploring other options first (i.e. brownfield remediation, freight infrastructure investment) through the Comp Plan policy development process.

### Sensitivity Test

Competing interests push and pull the different development assumptions in different ways, but it is helpful to identify a range of outcomes as a check against the conclusions in the EOA.

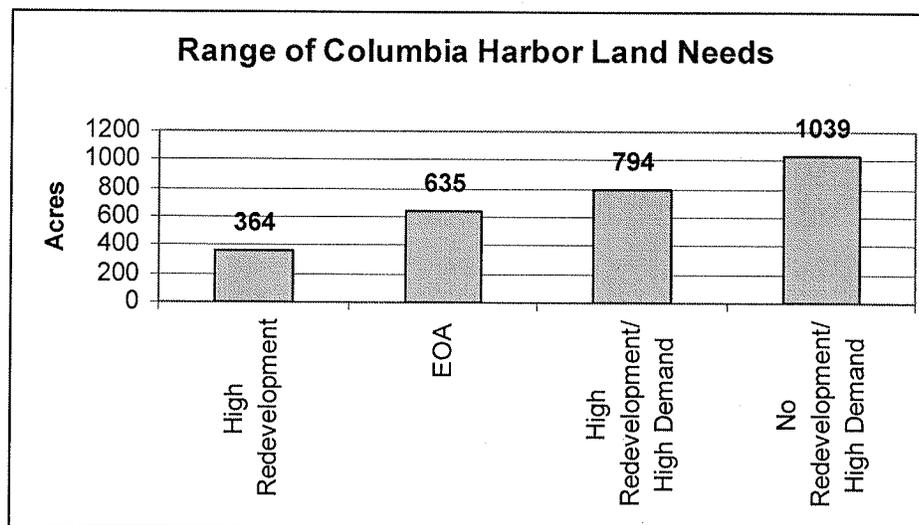
Focusing on the Columbia Harbor, which is our biggest challenge in term of the shortfall of development capacity, utilizing 36% redevelopment/intensification assumption would reduce the land demand in the Columbia Harbor by 245 acres, with a resulting shortfall of



364 acres. This assumption would require an aggressive business retention and freight infrastructure program to achieve these levels.

On the other end, looking at a higher rate of industrial growth and/or higher rates of development constraints on the land supply will increase the need for additional development capacity. Modeling a higher level of industrial employment over the long term results in 53 acres of additional land demand. The EOA uses a mid-point as the “most likely” scenario for the marine cargo forecast. Utilizing the high growth scenario, the demand for marine terminals could be more than double the “most likely” scenario, or an additional 380 acres of marine terminals. Therefore, a high growth industrial/traded sector scenario could increase the demand for industrial land by 430 acres.

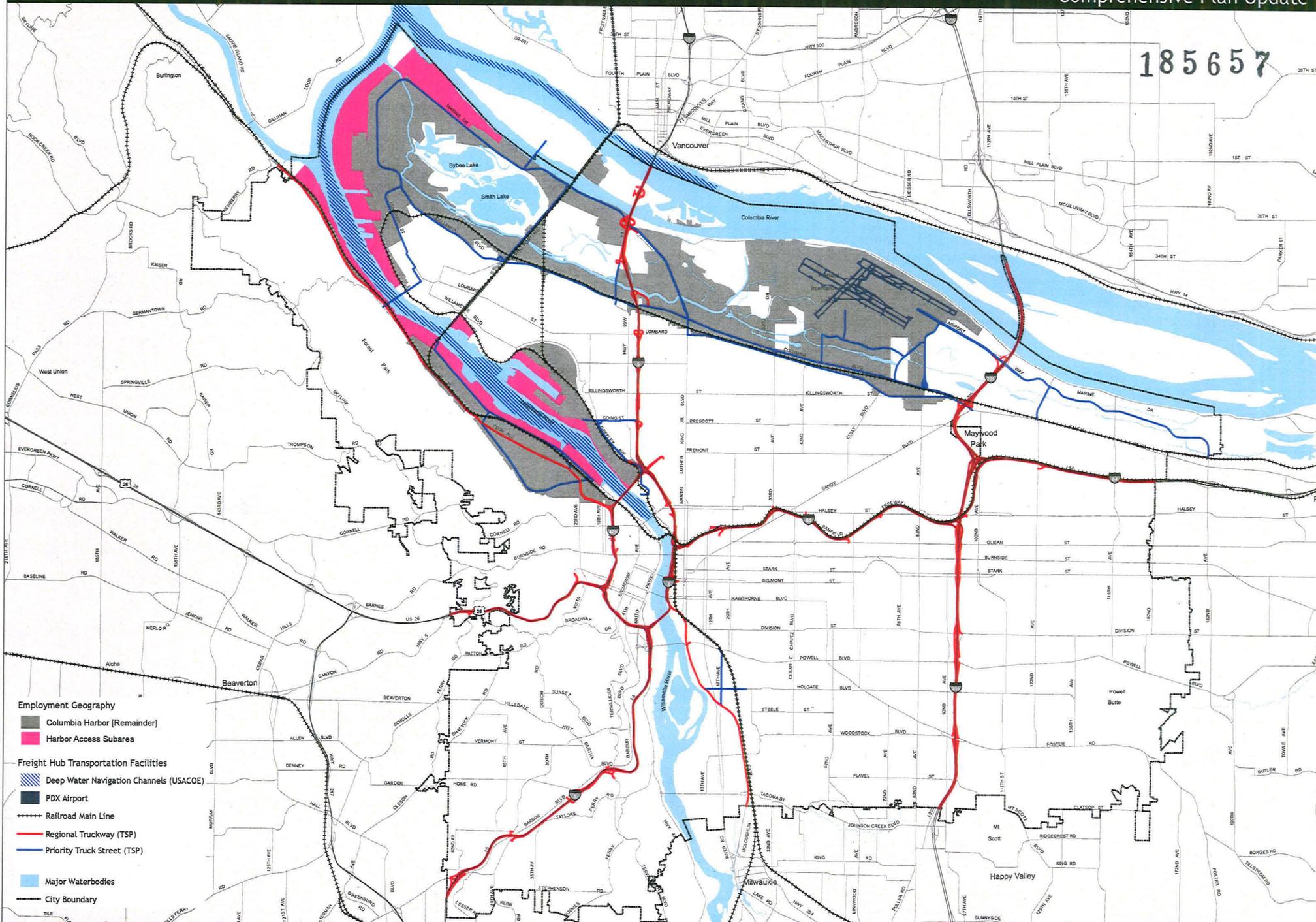
The sensitivity test result is the 635-acre shortfall in the Columbia Harbor could be somewhere in range of 364 acres (refill) to 1,039 acres (high growth/no refill). Note: An aggressive redevelopment assumption is compatible with a high growth scenario - more pressure to use land efficiently, greater market demand for redevelopment sites. The combination of the two factors results in an added demand for 185 acres, or a total shortfall of 794 acres



In the end, a 600 to 800 acre shortfall represents a tremendous challenge for the City of Portland that will require a wide range of policies and programs to foster a thriving economy. The range also highlights the uncertainty regarding these assumptions and the need to track development trends and employment growth and to periodically update the EOA as the basis for economic development decision-making.



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Employment Geography

- Columbia Harbor [Remainder]
- Harbor Access Subarea

Freight Hub Transportation Facilities

- Deep Water Navigation Channels (USACE)
- PDX Airport
- Railroad Main Line
- Regional Truckway (TSP)
- Priority Truck Street (TSP)

Major Waterbodies

- Major Waterbodies

September 13, 2012

City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System

The information on this map is derived from City of Portland GIS databases. It is not intended to be used for any purpose other than that for which it was originally prepared.



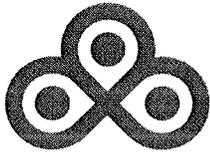
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August 21, 2012

AUDITOR 08/30/12 PM 1:02

Mayor Sam Adams and Portland City Council  
Portland City Hall  
1121 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

Subject: Factual Basis for the Comprehensive Plan Update

Dear Mayor Adams and City Commissioners,

The Planning and Sustainability Commission is pleased to recommend to the City Council adoption of the Factual Basis for the Comprehensive Plan Update. In a series of meetings over the past two years, the Commission held hearings on these reports, which informed the development of the *Portland Plan* and will inform the update to the City's *Comprehensive Plan*. We have provided early and continual feedback to staff on the methodologies used in the analysis and find the reports to provide a complete set of facts to use in setting future policy direction for the City.

The adoption of these reports, and subsequent acknowledgement of them by Oregon's Department of Land Conservation and Development, completes the second of five tasks under the State's approved Periodic Review work program. The inventories and analysis form the 'factual basis' for our long-range planning and identify some important shortfalls that need to be addressed.

Predictably, we received the greatest interest surrounding the two reports that identify those shortfalls - the *Economic Opportunities Analysis (EOA)* and the *Building Lands Inventory (BLI)*. Metro's modeling indicates that Portland can expect 132,000 new households and 147,000 new jobs by the year 2035. These reports predict adequate land capacity to meet our housing needs, but a shortfall in the future capacity of employment land. The shortage is specifically in industrial and institutional land capacity.

As part of our deliberations, we asked staff to investigate, through the next steps of the Comprehensive Plan Update process, the amount of employment growth that can be expected through redevelopment and expansion on already developed industrial land. These reports highlight that since 1999 a significant amount of new industrial development occurred on non-vacant industrial sites. In other words, 30% of the industrial development is refill, rather than new development on vacant sites. The Commission feels strongly that the City will need to promote aggressive brownfield remediation and greater intensity of use on existing industrial land to meet the shortfall of industrial land capacity.

We look forward to helping resolve this and other issues in the coming year through the next steps of the Comprehensive Plan Update.

In addition to the *Factual Basis*, we are forwarding for your consideration the *Public Participation Phase IV Report*, which documents the extensive and impressive amount of public comments and



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involvement that helped shape these reports and the Portland Plan. As part of our commitment to continually improve public participation in the city, we recommend its adoption.

Thank you for considering our recommendations.

Sincerely,



Andre' Baugh, Chair  
Portland Planning and Sustainability Commission



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Portland, Oregon

## FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Al Burns	2. Telephone No. 503 823-7832	3. Bureau/Office/Dept. Planning and Sustainability
4a. To be filed (date): On August 29, 2012 for the September 5, 2012 Council Meeting at 2:00 PM.	4b. Calendar (Check One)  Regular    Consent    4/5ths <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	5. Date Submitted to Commissioner's office and FPD Budget Analyst: August 29, 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed

**1) Legislation Title:**Adopt new supporting documents for an update of Portland's *Comprehensive Plan* (Ordinance)**2) Purpose of the Proposed Legislation:**

This project contains the required research, analysis and inventories for the *Comprehensive Plan* update. The Planning and Sustainability Commission held a series of public hearings from March 9, 2009 to July 10, 2012. During these hearings the Commission recommended that the City Council adopt 18 documents and 53 maps as new supporting documents for Portland's *Comprehensive Plan*. This Plan update is mandated by state planning law, and is called "periodic review." Adoption of the new factual base would complete Task II of the City's periodic review work program. The 18 recommended documents include a new *Economic Opportunities Analysis* in five volumes, a new *Buildable Lands Inventory* in four volumes, a new *Housing Needs Analysis* in five volumes, an *Infrastructure and Capacity and Conditions Report* in one volume, a *Natural Resources Inventory* in two volumes, and a *Public Involvement Report* in one volume. The recommended maps include inventories of buildable land, one for housing and another for employment. Also recommended are 51 maps that support and explain the buildable lands and natural resources inventories.

**3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?**

- |  |                                    |                                    |                                |
|--|------------------------------------|------------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> City-wide/Regional     | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast                 | <input type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input type="checkbox"/> East  |
| <input type="checkbox"/> Central City                      |                                    |                                    |                                |
| <input type="checkbox"/> Internal City Government Services |                                    |                                    |                                |

**FINANCIAL IMPACT**

4) **Revenue:** Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

This legislation will neither generate nor reduce City revenue.

5) **Expense:** What are the costs to the City related to this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the **level of confidence**.)

There is no cost related to this legislation. The ordinance would adopt work completed during the past fiscal year and funded by City general funds and by grants from the Oregon Department of Land Conservation and Development.

6) **Staffing Requirements:**

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? (If new positions are created please include whether they will be part-time, full-time, limited term, or permanent positions. If the position is limited term please indicate the end of the term.)

No.

- Will positions be created or eliminated in future years as a result of this legislation?

No.

*(Complete the following section only if an amendment to the budget is proposed.)*

No amendment to a budget is proposed.

7) **Change in Appropriations** (If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

- YES: Please proceed to Question #9.  
 NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

This ordinance provides the facts of what we can expect by the year 2035. It also identifies issues. Subsequent BPS work will explore alternatives and recommend directions to the community.

This ordinance adopts estimates that the City will need to accommodate 132,000 new housing units and 147,000 new jobs between now and the year 2035. It also estimates that the City has sufficient amounts of land available for the needed housing, but there is not a sufficient land supply to accommodate all needed jobs – particularly harbor access and institutional jobs. The ordinance also adopts a new inventory of significant natural resources,

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

All types of groups, organizations, entities, and parties were involved over the course of more than three years. This Council Item was part of, and benefited from, the *Portland Plan* involvement process. This involvement is explained in the *Phase 4 Public Participation Report* that is adopted as Exhibit E of the Ordinance.

c) How did public involvement shape the outcome of this Council item?

Public involvement shaped the *Portland Plan*, and the *Portland Plan* is shaping the *Comprehensive Plan*. This Council item also benefited from public testimony before the Planning and Sustainability Commission from March 9, 2009 to July 10, 2012.

d) Who designed and implemented the public involvement related to this Council item?

Under guidance provided by Statewide Planning 1, the City Council appointed a Community Involvement Committee and, at the recommendation of this committee, adopted a Community Involvement Program by ordinance. These actions fulfilled the requirements of Task I of the City's periodic review work program. Under Task I the

committee has a continuing obligation to provide a participation report to the City Council before the City adopts subsequent Tasks. This Council item meets this obligation for Task II by adopting the committee's *Phase 4 Public Participation Report*.

**e) Primary contact for more information on this public involvement process (name, title, phone, email):**

Marty Stockton, Community Involvement Coordinator at BPS is the primary contact. Her number is 503-823-2041, [marty.stockton@portlandoregon.gov](mailto:marty.stockton@portlandoregon.gov).

**10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.**

Not for this item by the City. There may be more involvement at the state level. This Ordinance will be submitted to the Oregon Department of Land Conservation and Development for approval as Task II of the City' approved Periodic Review work program. The department will provide an opportunity to participate in the state approval process, but only for persons and representatives of organizations that testified either orally or in writing in a hearing before the Planning and Sustainability Commission or the City Council.



BUREAU DIRECTOR (Typed name and signature)

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings.

If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

[www.portlandonline.com/bps](http://www.portlandonline.com/bps)



**Bureau of Planning and Sustainability**

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Bureau of Planning and Sustainability  
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Portland, Oregon 97201-5380 P516

Factual Basis for the Comprehensive Plan Update

## Factual Basis for the Comprehensive Plan Update

Portland City Council Hearing

September 5, 2012 at 2:00 PM

Council Chambers, City Hall

1221 SW 4th Avenue, Portland, Oregon

# City Council Hearing on: Factual Basis for the Comprehensive Plan Update

## Why am I receiving this notice?

You are receiving this notice because you have expressed interest in being notified of certain Bureau of Planning and Sustainability projects, you testified before the Planning and Sustainability Commission, you are on one of our advisory groups, or you are a member of a neighborhood or business association.

## What is this project about?

This project contains the required research, analysis, and inventories for the Comprehensive Plan Update. The Planning and Sustainability Commission held a series of public hearings from March 9, 2009 to July 10, 2012. During these hearings, the Commission recommended that the City Council adopt 18 documents and 53 maps as new supporting documents for Portland's update of the *Comprehensive Plan*. This Plan update is mandated by state planning law, and is called "periodic review." Adoption of the new factual basis would complete Task II of the City's periodic review work program. The 18 recommended documents include a new *Economic Opportunities Analysis* in five volumes, a new *Buildable Lands Inventory* in four volumes, a new *Housing Needs Analysis* in five volumes, an *Infrastructure and Capacity and Conditions Report* in one volume, a *Natural Resources Inventory* in two volumes, and a *Public Involvement Report* in one volume. The recommended maps include inventories of buildable land, one for housing and another for employment. Also recommended are 51 maps that support and explain the buildable lands and natural resources inventories.

## How can I review this proposal?

Because of the size of the maps and the number of documents being considered by the Portland City Council, the best way to review the proposal is on the Bureau of Planning and Sustainability website at <http://www.portlandoregon.gov/bps/59295>. Printed copies can also be viewed at the Bureau of Planning and Sustainability's office at 1900 SW 4th Avenue, 7th Floor, and at the Council Clerk's Office in City Hall, Room 140, 1221 SW 4th Avenue. The Bureau of Planning and Sustainability's receptionist can mail you a copy of a document if you call 503-823-7700. There is a \$12.50 charge for each large color map, but there is no charge for single copies of letter-sized, black and white maps and documents. The large color map copy charge can be waived in cases of hardship.

## How can I comment on this proposal?

**Testify at the City Council hearing.** The hearing, on September 5, 2012, at 2:00 PM, will be in Council Chambers at City Hall, 1221 SW 4th Avenue.

**Write to City Council.** Mail written testimony to the Council Clerk at 1221 SW 4th Avenue, Room 140, Portland, Oregon 97204; or FAX comments to 503-823-4571. Written testimony must be received by the time of the hearing and must include your name and address.

## For more information

Contact Al Burns, Senior City Planner, at the Bureau of Planning and Sustainability 503-823-7832, or [a.burns@PortlandOregon.gov](mailto:a.burns@PortlandOregon.gov), or visit the Bureau of Planning and Sustainability's website: <http://www.portlandoregon.gov/bps/59295>.