

# Minor 2035 TSP Update Amendments

## Exhibit C Findings of Fact Report

Amendments to the 2035 Transportation System Plan (TSP) must be found to be consistent with the City of Portland's Comprehensive Plan, the regional Urban Growth Management Functional Plan, and the Statewide Planning Goals and the administrative rules that carry out these goals.

- 1. Finding:** Within this exhibit the Portland City Council has identified and addressed all plans, goals, policies, rules that apply to the minor 2035 Transportation System Plan update amendments.
- 2. Finding:** The City Council has considered the public testimony on this matter and has weighed all applicable Comprehensive Plan goals and policies and, on balance and overall, finds that adoption of 2035 Transportation System Plan amendments would advance the Guiding Principles and goals and policies of the 2035 Comprehensive Plan. The amendments therefore comply with Portland's Comprehensive Plan.

### Part I. Statewide Planning Goals

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the Statewide Planning Goals.

#### The Statewide Planning Goals that apply to Portland are:

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 6 Air, Water and Land Resource Quality
- Goal 7 Areas Subject to Natural Hazards
- Goal 8 Recreational Needs
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization
- Goal 15 Willamette River Greenway

There are approximately 560 acres of land both within Portland's municipal boundaries and beyond the regional urban growth boundary that can be classified as rural land. In 1991, as part of Ordinance 164517, the City Council took an exception to Goal 3 and 4 the agriculture and forestry goals. Because of the acknowledged exception, the following goals do not apply:

- Goal 3 Agricultural Lands
- Goal 4 Forest Lands

Other Statewide Planning Goals apply only within Oregon's coastal zone. Since Portland is not within Oregon's coastal zone, the following goals do not apply to this decision:

- Goal 16 Estuarine Resources
- Goal 17 Coastal Shorelands
- Goal 18 Beaches and Dunes
- Goal 19 Ocean Resources

**Goal 1. Citizen Involvement.** To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

- 3. Finding:** The minor 2035 TSP Update project meets this goal. The events and outreach strategies

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summarized below demonstrate consistency with the requirements of Statewide Planning Goal 1.

The Portland community had an opportunity to be involved in development and adoption of the minor 2035 TSP Update amendments.

**Discussion Draft.** The public comment period of the Discussion Draft of the minor 2035 TSP Update spanned from its release on August 1, 2019 through September 6, 2019. The outreach period focused on informing the public on the amendments proposals. Portland Bureau of Transportation (PBOT) project staff emailed this list three times about the opportunity for public comment. They also sent an email to similar lists for the Enhanced Transit Corridors Plan, the Growing Transit Communities Plan, PedPDX, and Southwest in Motion. PBOT staff presented at the standing meetings of four community groups and made themselves available for members of the public or community organizations that wanted more information. PBOT also gathered feedback from staff at Metro, the Oregon Department of Transportation (ODOT), and the Bureau of Planning and Sustainability (BPS).

**Proposed Draft.** On September 30, 2019, the Proposed Draft of 2035 TSP amendments was published in preparation for the Planning and Sustainability Commission (PSC) review and recommendation.

In support of this process, the Portland Bureau of Transportation (PBOT) website had project pages dedicated to this project, and telephone and email contact information to learn about the project. The City of Portland also hosted a “Map App” page for submitting testimony online.

The City followed the legislative process and the PSC held a public hearing on November 19, 2019. Four people testified at the hearing. A total of 20 pieces of testimony (written and verbal) was received. The PSC discussed and amended the proposal and voted to recommend the changes to City Council. The PSC amendments were in response to testimony and guided by City goals and policies.

**Recommended Draft.** On December 19, 2019 the Portland Bureau of Transportation (PBOT) published the PSC recommendations for consideration by City Council. In support of this process, the PBOT website had project pages dedicated to this project, and telephone and email contact information to learn about the project. The City of Portland also hosted a “Map App” page for submitting testimony online. City Council held a public hearing on January 29, 2020, to receive verbal testimony.

**Goal 2. Land Use Planning.** To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

4. **Finding:** The minor 2035 TSP Update project supports Goal 2 because the amendments were developed consistent with the Statewide Planning Goals, the Metro Urban Growth Management Functional Plan the Metro Regional Transportation Functional Plan, and 2035 Comprehensive Plan, as detailed in this ordinance.
5. **Finding:** Other government agencies received notice from the 35-day DLCD notice and the City’s legislative notice. The City did not receive any requests from other government agencies to modify these amendments.
6. **Finding:** The City Council’s decision is based on the findings in this document, which are based on the factual evidence presented to the Planning and Sustainability Commission and City Council that are incorporated in the record that provides the adequate factual base for this decision.

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**Goal 5. Open Space, Scenic and Historic Areas, and Natural Resources.** To protect natural resources and conserve scenic and historic areas and open spaces.

#### 7. Finding:

**Open Spaces.** None of the minor 2035 TSP Update changes involve designated open spaces (OS map designations).

**Scenic Resources.** The City has designated scenic resources. Existing scenic resource protections (Chapter 33.480) are not being amended.

**Historic Resources.** Historic resources are located throughout the City. Existing historic resource protections are not being amended (Chapter 33.445).

**Natural Resources.** Existing natural resource protections are not being amended (Chapters 33.430 and 33.465). However, not all resources identified in the City's updated Natural Resources Inventory (NRI) are currently included in these protections. The City has initiated a separate legislative process to update the environmental overlay zones based on the adopted NRI.

**Generally.** As noted below in the findings for the 2035 Comprehensive Plan, the minor 2035 TSP Update project is consistent with the goals and policies of Chapter 4 (Design and Development, including Historic and Cultural Resources) and Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the minor 2035 TSP Update project is consistent with the requirements of Statewide Planning Goal 5.

**Goal 6. Air, Water, and Land Resource Quality.** To maintain and improve the quality of the air, water and land resources of the state.

8. **Finding:** Goal 6 requires the maintenance and improvement of the quality of air, water, and land resources. The State has not yet adopted specific requirements for complying with Statewide Planning Goal 6. The City is in compliance with environmental standards and statutes, including the federal Clean Water Act and Clean Air Act. Existing City regulations including Title 10 (Erosion Control) and the Stormwater Management Manual will remain in effect and are applicable to future development. As noted below in the findings for the 2035 Comprehensive Plan, the minor 2035 TSP Update project is consistent with the goals and policies of Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the minor 2035 TSP Update project is consistent with the requirements of Statewide Planning Goal 6.

**Goal 7. Areas Subject to Natural Disasters and Hazards.** To protect people and property from natural hazards.

9. **Finding:** The State has not yet adopted specific requirements for complying with Statewide Planning Goal 7. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, included a development constraint analysis that identified parts of Portland that are subject to natural hazards. City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City Title 10 Erosion Control, and the balanced cut and fill requirements of City Title 24), as well as the environmental overlay zones are unchanged by these amendments and will ensure any new development will be done in a way to protect people and property from hazards.

As noted below in the findings for the 2035 Comprehensive Plan, the minor 2035 TSP Update project is consistent with the goals and policies of Chapter 7 (Environment and Watershed Health) of the 2035

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Comprehensive Plan and findings in response to those goals and policies are incorporated by reference. Therefore, the minor 2035 TSP Update project is consistent with the requirements of Statewide Planning Goal 7.

**Goal 8. Recreational Needs.** To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

**10. Finding:** Goal 8 focuses on the provision of destination resorts. However, it does impose a general obligation on the City to plan for meeting its residents' recreational needs: "(1) in coordination with private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements."

Goal 8 provides that "Recreation Needs -- refers to existing and future demand by citizens and visitors for recreations areas, facilities and opportunities." Goal 8 also provides that "Recreation Areas, Facilities and Opportunities -- provide for human development and enrichment, and include but are not limited to: open space and scenic landscapes; recreational lands; history, archaeology and natural science resources; scenic roads and travelers; sports and cultural events; camping, picnicking and recreational lodging; tourist facilities and accommodations; trails; waterway use facilities; hunting; angling; winter sports; mineral resources; active and passive games and activities."

The City of Portland has robust and diverse system of parks, recreation areas and open spaces. The City's Parks 2020 Vision documents the City's long-term plan to provide a wide variety of high-quality park and recreation services and opportunities for all residents. The Parks 2020 Vision identifies a goal that 100% of Portlanders are within ½ mile of a Park or Natural Area. As of 2016, 81% of the City's households are within ½ mile of a park or natural area, whereas 86 percent of the multi-dwelling zoned areas (4,317 acres out of a total of 5,010 acres) are within ½ mile of a park or natural area. Providing additional opportunities for future households to locate in these areas will continue to contribute towards fulfillment of this goal.

As noted below in the findings for the 2035 Comprehensive Plan, the minor 2035 TSP Update project is consistent with the goals and policies of Chapter 7 (Environment and Watershed Health) and Chapter 8 (Public Facilities and Services) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the minor 2035 TSP Update project is consistent with the requirements of Statewide Planning Goal 8.

**Goal 9. Economic Development.** To provide adequate opportunities throughout the state for a variety of economic activities vital to health, welfare, and prosperity of Oregon's citizens.

**11. Finding:** Goal 9 requires cities to consider economic activities vital to the health, welfare, and prosperity of Oregon's citizens. Comprehensive plans for urban areas are required to include, among other things: an analysis of economic patterns, potentialities, strengths, and deficiencies; policies concerning economic development; and land use maps that provide for at least an adequate supply of sites for a variety of industrial and commercial uses.

The 2035 Comprehensive Plan demonstrates compliance with Goal 9. Land needs for a variety of industrial and commercial uses are identified in the Economic Opportunities Analysis (EOA), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017.

The City's acknowledged EOA analyzed and demonstrated adequate growth capacity for a diverse range of employment uses, which are organized into different geographies that represent a distinct

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mix of business sectors and building types. In each of the geographies, the City analyzed the future employment growth and the developable land supply to accommodate that growth.

As noted below in the findings for the 2035 Comprehensive Plan, the minor 2035 TSP Update project is consistent with the goals and policies of Chapter 6 (Economic Development) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the minor 2035 TSP Update project is consistent with the requirements of Statewide Planning Goal 9.

**Goal 10. Housing.** To provide for the housing needs of citizens of the state.

**12. Finding:** As noted below in the findings for the 2035 Comprehensive Plan, the minor 2035 TSP Update project is consistent with the goals and policies of Chapter 5 (Housing) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the minor 2035 TSP Update project is consistent with the requirements of Statewide Planning Goal 10.

**Goal 11. Public Facilities and Services.** To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

**13. Finding:** Statewide Planning Goal 11, Public Facilities, requires cities to adopt and update public facilities plans. Public facilities plans ensure that urban development is guided and supported by types and levels of water, sewer and transportation facilities appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement.

The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects, consistent with the requirements of Statewide Planning Goal 11.

#### Sanitary Sewer

Both Portland's combined sewer system and its sanitary sewer system have hydraulic and condition deficiencies that impact the ability of these systems to serve existing properties at designated service levels. These deficiencies can result in higher risks for sewer backups, surcharging, and/or overflows.

#### Stormwater

Stormwater is conveyed through the combined sewer system, pipes, ditches, or drainageways to streams and rivers. In some cases, stormwater is managed in detention facilities, other vegetated facilities, or allowed to infiltrate in natural areas. Safe conveyance of stormwater is an issue in some areas, particularly in the hilly areas of west Portland and some parts of outer southeast which lack comprehensive conveyance systems and where infiltration is limited by geology or high groundwater. Since 1999, the Stormwater Management Manual (SWMM) has provided policy and design requirements for stormwater management throughout the City of Portland. The requirements apply to all development, redevelopment, and improvement projects within the City of Portland on private and public property and in the public right-of-way. In some cases, solutions may not be technically or financially feasible. Flooding continues to be an issue, particularly in the Johnson Creek area.

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### Water

Water demand forecasts developed by the Water Bureau anticipate that while per capita water demands will continue to decline somewhat over time, the overall demands on the Portland water system will increase due to population growth. The Portland Water Bureau has not experienced any major supply deficiencies in the last 10 years.

Transportation facilities are addressed under Statewide Planning Goal 12, below.

The constraints on public facilities are not insurmountable, but mean development could face increased cost to provide the constrained infrastructure.

As noted below in the findings for the 2035 Comprehensive Plan, the minor 2035 TSP Update project is consistent with the goals and policies of Chapter 8 (Public Facilities and Services) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the minor 2035 TSP Update project is consistent with the requirements of Statewide Planning Goal 11.

**Goal 12. Transportation.** To provide and encourage a safe, convenient and economic transportation system.

- 14. Finding:** The minor 2035 TSP Update amendments support this goal. It updates street classifications and maps, policies, and major projects to further transportation goals for a safe, convenient and economic transportation system.
- 15. Finding:** The Oregon Transportation Planning Rule (TPR) was adopted in 1991 and amended in 1996 and 2005 to implement State Goal 12. The TPR requires certain findings if the proposed TSP update and Comprehensive Plan policy update significantly affect an existing or planned transportation facility. The minor 2035 TSP Update amendments do not significantly affect an existing or planned transportation facility.
- 16. Finding:** As noted below in the findings for the 2035 Comprehensive Plan and Metro Urban Growth Management Functional Plan, the minor 2035 TSP Update project is consistent with the goals and policies of Chapter 9 (Transportation) of the Metro Urban Growth Management Functional Plan and the 2035 Comprehensive Plan. The findings in response to those goals and policies are incorporated by reference. Therefore, the minor 2035 TSP Update project is consistent with the requirements of Statewide Planning Goal 12.

**Goal 13. Energy Conservation.** To conserve energy.

- 17. Finding:** The state has not adopted specific rules for complying with Statewide Planning Goal 13. Goal 13 generally requires that land use plans contribute to energy conservation. The minor 2035 TSP Update project does not adopt or amend a local energy policy or implementing provisions. This goal does not apply because the minor 2035 TSP Update project does not adopt or amend a local energy policy or implementing provisions.

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**Goal 14. Urbanization.** To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

**18. Finding:** Metro is responsible for Goal 14 compliance on behalf of Portland and other cities within the metropolitan region. Metro has adopted an Urban Growth Management Functional Plan and compliance with this plan by constituent cities assures compliance with Goal 14, which is discussed in Part II of this document and those findings are incorporated by reference.

**Goal 15. Willamette River Greenway.** To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

**19. Finding:** Goal 15 does not apply because the minor 2035 TSP Update project does not change the protections to affected lands within the Willamette River Greenway Overlay Zone.

### Part II. Metro Urban Growth Management Functional Plan

Under ORS 268.380 and its Charter, Metro has the authority to adopt regional plans and require city and county comprehensive plans to comply with regional plan. Metro adopted its Urban Growth Management Functional Plan under this authority.

In its June 2011 update to its 2010 compliance report Metro found, “The City of Portland is in compliance with all Urban Growth Management Functional Plan requirements in effect on December 15, 2010, except for Title 13, Nature in Neighborhoods. On January 16, 2013 the City received a letter from Metro stated that Portland had achieved compliance with Title 13.

**Title 1. Housing Capacity.** The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity, especially in centers, corridors, main streets, and station communities, except as provided in section 3.07.120.

**20. Finding:** The minor 2035 TSP Update project meets Title 1 because the project will not affect the City’s obligation to maintain or increase housing capacity.

**Title 2. Regional Parking Policy.** (repealed in 1997 by Metro Ordinance 10-1241B, Sec. 6)

**Title 3. Water Quality and Flood Management.** To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

**21. Finding:** Title 3 calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. Title 3 establishes performance standards for 1) flood management; 2) erosion and sediment control; and 3) water quality. The City has adopted overlay zones and land use regulations, including Title 10 Erosion Control and the balanced cut-and-fill standards in Title 24 Building Regulations, that, in the June 2011 update to its 2010 compliance report, Metro found sufficient to comply with Title 3. This title does not apply because the minor 2035 TSP Update project does not amend or affect Water Quality and Flood Management Areas.

**Title 4. Industrial and Other Employment Areas.** The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial

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Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

**22. Finding:** The purpose of Title 4 is to maintain a regional supply of existing industrial and employment land by limiting competing uses for this land. Metro has not adopted a Statewide Planning Goal 9 economic opportunities analysis for the region, so Title 4 is not based on an assessment of the land needed for various employment types, nor do the Title 4 maps necessarily depict lands most suitable to accommodate future job growth. Rather, Title 4 seeks to protect the manufacturing, warehousing, and distribution of goods within three types of mapped areas by limiting competing uses. These three areas are Regionally Significant Industrial Areas (RSIAs), Industrial Areas, and Employment Areas. This title does not apply because the minor 2035 TSP Update project does not affect existing industrial and employment land supply.

**Title 5. Neighboring Cities** (repealed 1997)

**Title 6. Centers, Corridors, Station Communities and Main Streets.** The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

**23. Finding:** Title 6 establishes eligibility criteria for certain regional investments, and the use of more flexible trip generation assumptions when evaluating transportation impacts. Title 6 also contains aspirational activity level targets for different Metro 2040 place types. This title is incentive-based, so these findings simply serve to document intent. There are no specific mandatory compliance standards in Title 6 that apply to this ordinance. The minor 2035 TSP Update project helps achieve the Metro 2040 Growth Concept by providing an orderly transportation system that enables travel between and within Centers, Corridors, Station Communities and Main Streets by multiple transportation modes. In order to achieve a balanced transportation system to move people and goods, the City needs to meet its target mode split goals established in the Comprehensive Plan 2035 and the Transportation System Plan. The amendments to classifications, policies, and projects in the minor 2035 TSP Update support the advancement of the mode split goals.

**Title 7. Housing Choice.** The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

**24. Finding:** This title does not apply because the minor 2035 TSP Update does not affect the City's creation of housing production goals and reporting on supply of affordable housing.

**Title 8. Compliance Procedures.** Title 8 addresses compliance procedures. This Title requires the City to notify Metro of pending land use decisions by providing Metro a copy of the 35-day notice required by the DLCD for proposed completion of a periodic review task. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*.



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**25. Finding:** This notice was provided to Metro. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*. The findings in this ordinance were also provided to Metro. All applicable requirements of Title 8 have been met.

**Title 9. Performance Measures.** (repealed in 2010)

**Title 10. Functional Plan Definitions.** Title 10 contains definitions. When 2035 Comprehensive Plan uses a term found in Title 10 either the term has the same meaning found in Title 10, or the difference is explained.

**26. Finding:** This title does not apply because the minor 2035 TSP Update project does not change any definitions in the 2035 Comprehensive Plan.

**Title 11. Planning for New Urban Areas.** The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization to become applicable to the areas.

**27. Finding:** This title does not apply because the minor 2035 TSP Update project does not create new urban areas.

**Title 12. Protection of Residential Neighborhoods.** Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region's residential neighborhoods. The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise, and crime and to provide adequate levels of public services.

**28. Finding:** Title 12 addresses protection of residential neighborhoods. This title largely restricts Metro's authority to plan and regulate density in single-family neighborhoods. This title does not apply because the minor 2035 TSP Update project does not employ any of the optional provisions of Title 12.

**Title 13. Nature in Neighborhoods.** The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

**29. Finding:** This title does not apply because the minor 2035 TSP Update project affects the provision of bicycle parking in development and does not affect the existing environmental overlay zones.

**Title 14. Urban Growth Management Plan.** Title 14 addresses the regional urban growth boundary.

**30. Finding:** This title does not apply because the minor 2035 TSP Update project does not require, nor initiate, a boundary change.

#### Summary, Urban Growth Management Functional Plan Findings

**31. Finding:** The Metro Title 10 definition of comply or compliance means "substantial" rather than absolute compliance. "Substantial compliance" means city comprehensive plans and implementing ordinances, on the whole, conforms with the purposes of the performance

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standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature. For the facts and reasons stated above this ordinance substantially complies with all Urban Growth Management Functional Plan requirements applicable to the minor 2035 TSP Update amendments.

### Part III. Portland's 2035 Comprehensive Plan

Portland's 2035 Comprehensive Plan was adopted as part of Task Four of Periodic Review. Task Four was adopted by Ordinance No. 187832 on June 15, 2016. The 2035 Comprehensive Plan was amended as part Task Five of Periodic Review, which was adopted by Ordinance No. 188177 on December 21, 2016. Both ordinances were made effective on May 24, 2018 by Ordinance No. 188695, and both Tasks Four and Five were approved by LCDC Order 18 – WKTSK – 001897 on August 8, 2018.

#### Guiding Principles

The 2035 Comprehensive Plan adopted five “guiding principles” in addition to the goals and policies typically included in a comprehensive plan. These principles were adopted to reinforce that implementation of the plan needs to be balanced, integrated and multi-disciplinary, and the influence of each principle helps to shape the overall policy framework of the plan. The minor 2035 TSP Update amendments further these guiding principles as described below.

**Economic Prosperity.** Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

**32. Finding:** The minor 2035 TSP Update project advances this principle by supporting low-cost, low-carbon transportation options for all Portlanders. It includes policies, classifications, and projects that facilitate lower cost travel options such as walking, biking, and transit. The project supports low-cost, active transportation options which can provide tangible economic benefits to individuals and households across Portland.

**Human Health.** Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

**33. Finding:** The minor 2035 TSP Update project meets this principle because the project supports a transportation system that prioritizes safety, and includes policies, classifications, and projects that will facilitate active transportation. When implemented, this will improve opportunities for Portlanders to lead healthy, active lives when accessing the transportation system.

**Environmental Health.** Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water and land.

**34. Finding:** The minor 2035 TSP Update project meets this principle because it has policies, classifications, and projects that support transportation options including walking, bicycling, and transit. Nearly 40 percent of all local carbon emissions come from transportation sources. Promoting active transportation is one of the key strategies to reduce carbon emissions from the transportation sector. It also supports reducing transportation impacts to water and land.

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**Equity.** Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

**35. Finding:** The minor 2035 TSP Update project meets this principle because it provides policies, classifications, and projects that consider the needs of people with a range of abilities, it improves access to jobs and other opportunities by increasing transportation options, and it builds upon planning processes that actively engaged under-served and under-represented populations to develop recommended amendments.

**Resilience.** Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and build environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

**36. Finding:** The minor 2035 TSP Update project meets this principle by including amendments to policies, projects, and classifications that support a multi-modal transportation system that will be less reliant on one mode of transportation when there are emergencies.

### Chapter 1: The Plan

**Goal 1.A: Multiple goals.** Portland’s Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

**Goal 1.B: Regional partnership.** Portland’s Comprehensive Plan acknowledges Portland’s role within the region, and it is coordinated with the policies of governmental partners.

**Goal 1.C: A well-functioning plan.** Portland’s Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and identified problems.

**Goal 1.D: Implementation tools.** Portland’s Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public’s current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

**Goal 1.E: Administration.** Portland’s Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan. It is administered in accordance with regional plans and state and federal law.

**37. Finding:** The minor 2035 TSP Update amends the 2035 Comprehensive Plan. As noted above, the project is consistent with the guiding principles and policies of the 2035 Comprehensive Plan. The findings in this exhibit demonstrate how the minor 2035 TSP Update amendments are consistent with the 2035 Comprehensive Plan, the Urban Growth Management Functional Plan, and the Statewide Planning Goals. Metro, TriMet, and other state agencies received notice of the proposed amendments from the 35-day DLCD notice and the City’s legislative notice. The City did

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not receive any requests from other government agencies to modify the minor 2035 TSP Update amendments. These goals are met.

### The Plan: Policies

#### The Comprehensive Plan

**Policy 1.1, Comprehensive Plan elements.** Maintain a Comprehensive Plan that includes these elements:

- **Vision and Guiding Principles.** The Vision is a statement of where the City aspires to be in 2035. The Guiding Principles call for decisions that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.
- **Goals and policies.** The goals and policies of the Comprehensive Plan, including the Urban Design Framework, provide the long-range planning direction for the development and redevelopment of the city.
- **Comprehensive Plan Map.** The Comprehensive Plan Map is the official long-range planning guide for spatially defining the desired land uses and development in Portland. The Comprehensive Plan Map is a series of maps, which together show the boundaries of municipal incorporation, the Urban Service Boundary, land use designations, and the recognized boundaries of the Central City, Gateway regional center, town centers, and neighborhood centers.
- **List of Significant Projects.** The List of Significant Projects identifies the public facility projects needed to serve designated land uses through 2035, including expected new housing and jobs. It is based on the framework provided by a supporting Public Facilities Plan (PFP). The Citywide Systems Plan (CSP) is the City's public facilities plan. The Transportation System Plan (TSP) includes the transportation-related list of significant projects. The list element of the TSP is also an element of the Comprehensive Plan.
- **Transportation policies, street classifications, and street plans.** The policies, street classifications, and street plan maps contained in the Transportation System Plan (TSP) are an element of the Comprehensive Plan. Other parts of the TSP function as a supporting document, as described in Policy 1.2.

**38. Finding:** The minor 2035 TSP Update project meets this policy. It includes amendments to the list of significant projects, and it amends existing transportation policies and street classifications. Changes are consistent with requirements for a Comprehensive Plan.

### Supporting Documents

**Policy 1.2, Comprehensive Plan supporting documents.** Maintain and periodically update the following Comprehensive Plan supporting documents.

1. **Inventories and analyses.** The following inventories and analyses are supporting documents to the Comprehensive Plan:
  - Economic Opportunities Analysis (EOA)
  - Buildable Lands Inventory (BLI)
  - Natural Resource Inventory (NRI)
  - Housing Needs Analysis (HNA)

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2. **Public Facilities Plan.** The Public Facilities Plan (PFP) is a coordinated plan for the provision of urban public facilities and services within Portland's Urban Services Boundary. The Citywide Systems Plan (CSP) is the City's public facilities plan.
  3. **Transportation System Plan (TSP).** The TSP is the detailed long-range plan to guide transportation system functions and investments. The TSP ensures that new development and allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The TSP includes a financial plan to identify revenue sources for planned transportation facilities included on the List of Significant Projects. The TSP is the transportation element of the Public Facilities Plan. Certain components of the TSP are elements of the Comprehensive Plan. *See Policy 1.1.*
  4. **School Facility Plans.** School facility plans that were developed in consultation with the City, adopted by school districts serving the City, and that meet the requirements of ORS 195 are considered supporting documents to the Comprehensive Plan.
39. **Finding:** The minor 2035 TSP Update project meets this policy by maintaining and updating the 2035 Transportation System Plan.

### Implementation tools

**Policy 1.3, Implementation tools subject to the Comprehensive Plan. Maintain** Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan. *Implementation tools include those identified in policies 1.4 through 1.9.*

**Policy 1.4, Zoning Code.** Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.

**Policy 1.5, Zoning Map.** Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.

**Policy 1.6, Service coordination agreements.** Maintain coordination agreements with local governments of adjoining jurisdictions concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and public school districts concerning educational facilities within Portland's Urban Services Boundary.

**Policy 1.7, Annexations.** Provide a process incorporating urban and urbanizable land within the City's Urban Services Boundary through annexation.

**Policy 1.8, Urban renewal plans.** Coordinate Comprehensive Plan implementation with urban renewal plans and implementation activities. A decision to adopt a new urban renewal district, adopt or amend goals and objectives that will guide investment priorities within a district, or amend the boundaries of an existing district, must comply with the Comprehensive Plan.

**Policy 1.9, Development agreements.** Consider development agreements entered into by the City of Portland and pursuant to Oregon Revised Statute 94 a Comprehensive Plan implementation tool.

40. **Finding:** Policies 1.3 through 1.9 do not apply. The minor 2035 TSP Update does not change the zoning code, zoning map, service coordination agreements, annexations, urban renewal plans, and development agreements

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### Administration

**Policy 1.10, Compliance with the Comprehensive Plan.** Ensure that amendments to the Comprehensive Plan's elements, supporting documents, and implementation tools comply with the Comprehensive Plan. "Comply" means that amendments must be evaluated against the Comprehensive Plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole than the existing language or designation.

**1.10.a,** Legislative amendments to the Comprehensive Plan's elements and implementation tools must also comply with the Guiding Principles.

**1.10.b,** Legislative amendments to the Comprehensive Plan's elements should be based on the factual basis established in the supporting documents as updated and amended over time.

**1.10.c,** Amendments to the Zoning Map are considered to be in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map. *See Policy 10.3 for additional guidance on Zoning Map amendments.*

**41. Finding:** The minor 2035 TSP Update project meets this policy. It complies with the 2035 Comprehensive Plan and is on balance equally or more supportive of the 2035 Comprehensive Plan as a whole than the existing language or designation.

**Policy 1.11, Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary.** Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland metropolitan area.

**42. Finding:** For the facts and reasons stated above this ordinance substantially complies with all Urban Growth Management Functional Plan requirements applicable to the minor 2035 TSP Update amendments.

**Policy 1.12, Consistency with Statewide Planning Goals.** Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

**43. Finding:** For the facts and reasons stated above this ordinance substantially complies with all Statewide Planning Goals requirements applicable to the minor 2035 TSP Update amendments.

**Policy 1.13, Consistency with state and federal regulations.** Ensure that the Comprehensive Plan remains consistent with all applicable state and federal regulations, and that implementation measures for the Comprehensive Plan are well coordinated with other City activities that respond to state and federal regulations.

**44. Finding:** The minor 2035 TSP Update meets this policy. Amendments were developed to be consistent with state and federal regulations.

**Policy 1.14, Public facility adequacy.** Consider impacts on the existing and future availability and capacity of urban public facilities and services when amending Comprehensive Plan elements and implementation tools. Urban public facilities and services include those provided by the City, neighboring jurisdictions, and partners within Portland's urban services boundaries, as established by Policies 8.2 and 8.6.

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**45. Finding:** As demonstrated in the findings for Statewide Planning Goal 11 and Comprehensive Plan Chapter 8 (Public Facilities and Services), the minor 2035 TSP Update meets Policy 1.14.

**Policy 1.15, Intergovernmental coordination.** Strive to administer the Comprehensive Plan elements and implementation tools in a manner that supports the efforts and fiscal health of the City, county and regional governments, and partner agencies such as school districts and transit agencies.

**46. Finding:** The minor 2035 TSP Update meets Policy 1.15. The amendments include projects to improve transit that were developed through joint planning efforts with TriMet and transit providers.

**Policy 1.16, Planning and Sustainability Commission review.** Ensure the Planning and Sustainability Commission (PSC) reviews and makes recommendations to the City Council on all proposed legislative amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PSC advises City Council on the City's long-range goals, policies, and programs for land use, planning, and sustainability. The membership and powers and duties of the PSC are described in the Zoning Code.

**47. Finding:** The minor 2035 TSP Update meets Policy 1.16. The PSC received a briefing on the minor TSP Update on October 8, 2019. The City followed the legislative process and the PSC held a public hearing on November 19, 2019. Four people testified at the hearing. A total of 20 pieces of testimony (written and verbal) was received. The PSC discussed and amended the proposal and voted to recommend the changes to City Council. The PSC amendments were in response to testimony and guided by City goals and policies.

**Policy 1.17, Community Involvement Committee.** Establish a Community Involvement Committee to oversee the Community Involvement Program as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.

**48. Finding:** This policy only requires the establishment of a Citizen Involvement Committee, which was appointed in June 2018 and reviews and advises the way City staff engage with the public in land use and transportation planning. This policy does not apply.

**Policy 1.18, Quasi-judicial amendments to the Comprehensive Plan Map.** Applicants for quasi-judicial amendments to the Comprehensive Plan Map must show that the requested change adheres to Policies 1.10 through 1.15 and:

- Is compatible with the land use pattern established by the Comprehensive Plan Map.
- Is not in conflict with applicable adopted area-specific plans as described in Policy 1.19, or the applicable hearings body determines that the identified conflict represents a circumstance where the area specific plan is in conflict with the Comprehensive Plan and the proposed amendment is consistent with the Comprehensive Plan.
- The Hearings Officer must review and make recommendations to the City Council on all quasi-judicial amendments to the Comprehensive Plan Map using procedures outlined in the Zoning Code.

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- **Finding:** This policy concerns quasi-judicial amendments to the Comprehensive Plan Map and is not applicable to this project, which is a legislative project.

**Policy 1.19, Area-specific plans.** Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

**1.19.a,** Area-specific plans that are adopted after May 24, 2018 should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementation tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses.

**1.19.b,** Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.

**1.19.c,** Community, area, neighborhood, and other area-specific plans that were adopted by ordinance prior to January 1, 2018 are still in effect. However, the elements of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan.

**49. Finding:** This minor 2035 TSP update does not include amendments from area-specific plans that were adopted after May 24, 2018. It does include amendments recommended from broader refinement plans: The Enhanced Transit Corridors Plan, the Growing Transit Communities Plan, and the citywide pedestrian master plan, PedPDX. On balance, the minor 2035 TSP update are consistent with the 2035 Comprehensive Plan and community, area, neighborhood, and other area-specific plans adopted prior to January 1, 2018.

## Chapter 2: Community Involvement

**Goal 2.A: Community involvement as a partnership.** The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and of governments to ensure meaningful community involvement in planning and investment decisions.

**Goal 2.B: Social justice and equity.** The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

**Goal 2.C: Value community wisdom and participation.** Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.



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**Goal 2.D: Transparency and accountability.** City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is considered. Accountability includes monitoring and reporting outcomes.

**Goal 2.E: Meaningful participation.** Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

**Goal 2.F: Accessible and effective participation.** City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

**Goal 2.G: Strong civic infrastructure.** Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

**50. Finding:** The minor 2035 TSP Update project meets Goals 2.A through 2.G for community involvement because the project's public engagement process provided opportunities for interested parties to comment on and influence the recommended draft and the final decision before City Council. The minor 2035 TSP Update incorporates recommendations from City Council-approved plans including The Enhanced Transit Corridors Plan, The Growing Transit Corridors Plan, and PedPDX, the City's update to the pedestrian master plan. All these planning processes engaged the community and provided multiple opportunities for feedback and input.

During the process of developing the minor 2035 TSP Update amendments, the Discussion Draft, Proposed Draft and Recommended Draft were posted to the project websites and advertised by email. The project team conducted briefings with the PSC, City Council and community and interest groups.

Electronic submission of testimony on the Proposed and Recommended Drafts was accepted, and all testimony was made available in a searchable format online. Information about the process, including decision-making points and opportunities for public comment, was posted on the PBOT websites and updated regularly.

The public was provided opportunities to express concerns and suggest amendments in front of the PSC. The amendments have been appropriately reviewed by the Planning and Sustainability Commission and recommended to City Council. The PSC held a public hearing and heard testimony on the amendments on November 19, 2019. In response to testimony, and guided by City goals and policies, the PSC adopted one amendment.

The PSC voted on November 19, 2019 to recommend the proposal as amended to Portland City Council for adoption.

#### Partners in decision making

**Policy 2.1. Partnerships and coordination.** Maintain partnerships and coordinate land use engagement with:

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**2.1.a** Individual community members.

**2.1.b** Communities of color, low-income populations, Limited English Proficient (LEP) communities, Native American communities, and other under-served and under-represented communities.

**2.1.c** District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects.

**2.1.d** Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity.

**2.1.e** Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.

**2.1.f** Institutions, governments, and Sovereign tribes.

**Policy 2.2. Broaden partnerships.** Work with district coalitions, neighborhood associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, neighborhood associations, business district associations, culturally-specific organizations, and community-based organizations.

**51. Finding:** The minor 2035 TSP Update project meets policy 2.1 and 2.2 because staff worked to engage community members, including district coalitions, advocacy groups, and community groups, throughout the project process. Staff held presentations, sent email engagement and had phone calls to increase participation on the project. The project's amendments incorporate the recommendations from City Council-approved plans including The Enhanced Transit Corridors Plan, The Growing Transit Corridors Plan, and PedPDX, the City's update to the pedestrian master plan. All these planning processes engaged the community, broadened partnerships, and provided multiple opportunities for feedback and input.

**Policy 2.3. Extend benefits.** Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

**Policy 2.4. Eliminate burdens.** Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

**2.4.a** Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.

**2.4.b** Use plans and investments to address disproportionate burdens of previous decisions.

**52. Finding:** The minor 2035 TSP Update project meets policy 2.3 and 2.4 under Environmental Justice because it advances policies, classifications, and projects that support multi-modal transportation options that improve access to jobs and opportunities. An equity framework was applied as part of the project's evaluation of major projects, the development of new citywide pedestrian classifications, and throughout the development of the 2035 TSP.

### Community assessment

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**Policy 2.8. Channels of communication.** Maintain channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members.

**Policy 2.9. Community analysis.** Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

**Policy 2.10. Community participation in data collection.** Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

**53. Finding:** The minor 2035 TSP Update project meets the policies 2.8 through 2.10 because the public engagement process provided opportunities for all interested parties to comment on and influence the recommended draft and the final decision before City Council. For example, the project team conducted briefings with the PSC, City Council and community groups. Electronic submission of testimony on the Proposed and Recommended Drafts were accepted, and testimony was made available in a searchable format online. Information about the process, including decision-making points and opportunities for public comment, was posted on the website and updated regularly.

#### Transparency and accountability

**Policy 2.12. Roles and responsibilities.** Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including community and neighborhood leadership, business, organizations, and individuals.

**Policy 2.13. Project scope.** Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

**Policy 2.14. Community influence.** At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

**Policy 2.15. Documentation and feedback.** Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions.

**54. Finding:** The minor 2035 TSP Update project meets policies 2.12 through 2.15 because the project, including the legislative process, the project scope, roles and responsibilities related to the project and ways to engage were clearly outlined in notices, documents and on the project website, with guidance on how to testify to influence the Proposed Draft at the PSC, which amended the proposal. Then the Recommended Draft was published with the opportunity to testify to the City Council for the January 29, 2020 public hearing. The staff reports for both the Proposed Draft and Recommended Draft include summaries of how the draft changed from a previous iteration and why.

Throughout the process, staff contacted, met with, and coordinated with stakeholders to inform them how to engage in the decision-making process, how the process was structured, and additional opportunities to participate when such opportunities existed.

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Electronic submission of testimony on the Proposed Draft and Recommended Draft was accepted, and testimony was made available in a searchable format online. Information about the process, including decision-making points and opportunities for public comment, was posted on the website and updated regularly.

#### Process design and evaluation

**Policy 2.24. Representation.** Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

**Policy 2.25. Early involvement.** Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

**Policy 2.26. Verifying data.** Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts.

**Policy 2.27. Demographics.** Identify the demographics of potentially affected communities when initiating a planning or investment project.

**Policy 2.28. Historical understanding.** To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and under-served groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge.

**Policy 2.29. Project-specific needs.** Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration.

**Policy 2.30. Culturally-appropriate processes.** Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects.

**Policy 2.31. Innovative engagement methods.** Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects.

**Policy 2.32. Inclusive participation beyond Portland residents.** Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

**Policy 2.33. Inclusive participation in Central City planning.** Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

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**Policy 2.34. Accessibility.** Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

**Policy 2.35. Participation monitoring.** Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences.

**Policy 2.36. Adaptability.** Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process.

**Policy 2.37. Process evaluation.** Evaluate each community involvement process for planning or investment projects from both the City staff and participants' perspectives, and consider feedback and lessons learned to enhance future involvement efforts.

**55. Finding:** The minor 2035 TSP Update project meets policies 2.24 through 2.37 because the project staff worked to engage stakeholders throughout the community engagement phase. Community involvement efforts built upon recommendations stemming from engagement from City Council-approved plans including The Enhanced Transit Corridors Plan, The Growing Transit Corridors Plan, and PedPDX, the City's update to the pedestrian master plan. All these planning processes engaged the community and provided multiple opportunities for feedback and input.

#### Information design and development

**Policy 2.38. Accommodation.** Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

**56. Finding:** The minor 2035 TSP Update project meets policy 2.38 to ensure accommodations to let people with disabilities participate throughout the legislative process. An accessibility statement was provided throughout the process to help ensure that there was equal access and an opportunity to provide auxiliary aids/services to persons with disabilities.

**Policy 2.39. Notification.** Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

**Policy 2.40. Tools for effective participation.** Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

**57. Finding:** The minor 2035 TSP Update project meets policies 2.39 and 2.40 to provide notification and use effective tools for effective participation because the City sent mailed and emailed legislative notice to a variety of stakeholders that have requested notice of proposed land use changes, including organizations that represent underrepresented communities. Subsequently, the City sent notice to interested parties to inform them of the opportunity to testify at the January 29, 2020 City Council public hearing. The project process engaged individuals and organizations through email updates and notifications throughout the process. A project website was maintained and regularly updated with relevant information. Periodic project updates were provided via meeting appearances and via email.

**Policy 2.41. Limited English Proficiency (LEP).** Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative

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land use decisions, consistent with federal regulations.

**58. Finding:** The minor 2035 TSP Update project meets policy 2.41 because staff worked to make available information about the project in other languages and increase access to participating in the legislative process for limited English proficient individuals.

### Chapter 3: Urban Form

**GOAL 3.A: A city designed for people.** Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

**59. Finding:** The minor 2035 TSP Update project meets Goal 3.A. The project amendments are policies, classifications, and projects that support the development of a well-connected transportation system that provides Portlanders with transportation options and access to opportunities. It provides guidance on transportation investments that reduce disparities and facilitate a healthy connected city.

**GOAL 3.B: A climate and hazard resilient urban form.** Portland's compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

**60. Finding:** The minor 2035 TSP Update project meets Goal 3.B. The project amendments include policies, projects, and classifications that support low-carbon, active transportation options. Promoting active transportation is one of the key strategies to reduce carbon emissions from the transportation sector.

**GOAL 3.C: Focused growth.** Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

**GOAL 3.D: A system of centers and corridors.** Portland's interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

**GOAL 3.E: Connected public realm and open spaces.** A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

**GOAL 3.F: Employment districts.** Portland supports job growth in a variety of employment districts to maintain a diverse economy.

**GOAL 3.G: Nature in the city.** A system of habitat corridors weaves nature into the city, enhances habitat connectivity, and preserves natural resources and the ecosystem services they provide.

**61. Finding:** The goals 3.C through 3.G in Chapter 3 do not apply because the minor 2035 TSP Update does not amend or affect the urban form or where development occurs in the city.

### Context

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**Policy 3.1, Urban Design Framework.** Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.

*See Figure 3.1 — Urban Design Framework.*

**Policy 3.2, Growth and stability.** Direct the majority of growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland’s residential neighborhoods.

**62. Finding:** The minor 2035 TSP Update project meets policies 3.1 and 3.2. The project amendments include policies, projects, and classifications that support the urban design framework by coordinating transportation infrastructure and services with intended land use purposes. Coordinated land use and transportation projects and classifications support growth and stability in centers, corridors, and transit station areas.

**Policy 3.3, Equitable development.** Guide development, growth, and public facility investment to reduce disparities, ensure equitable access to opportunities, and produce positive outcomes for all Portlanders.

**3.3.a,** Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations.

**3.3.b,** Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

**3.3.c,** Encourage use of community benefit agreements to ensure equitable outcomes from development projects that benefit from public facility investments, increased development allowances, or public financial assistance. **Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.**

**3.3.d,** Consider use of exactions imposed on development and other tools to capture value created by plans and investments, as a means to reduce or mitigate displacement and housing affordability impacts.

**3.3.e,** Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions. *See Policy 5.17.*

**63. Finding:** The minor 2035 TSP Update project meets policy 3.3. The project amendments include policies, projects, and classifications that support low-cost and low-carbon transportation options. Improved transit service and transportation investments have been evaluated using an equity criterion. The evaluation shows that these investments will increase access to opportunities for low income communities and communities of concern.

**Policy 3.4, All ages and abilities.** Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.

**64. Finding:** The minor 2035 TSP Update project meets policy 3.4. The project amendments include policies, projects, and classifications that support the development of a built transportation

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environment that enables people of all ages and abilities to get around using safe and healthful transportation options.

**Policy 3.5, Energy and resource efficiency.** Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

**Policy 3.6, Land efficiency.** Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.

**Policy 3.7 Integrate nature.** Integrate nature and use green infrastructure throughout Portland.

**Policy 3.8, Leadership and innovation in design.** Encourage high-performance design and development that demonstrates Portland’s leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

**65. Finding:** The minor 2035 TSP Update project meets policies 3.5 through 3.8. The project amendments include policies, projects, and classifications that support transportation options that more energy and resource efficient, support compact development, and facilitate innovative transportation infrastructure design including the use of green infrastructure.

**Policy 3.9, Growth and development.** Evaluate the potential impacts of planning and investment decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with particular attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts. *More detailed policies are in Chapter 5: Housing.*

**66. Finding:** The minor 2035 TSP Update project meets policy 3.9. The project amendments include policies, projects, and classifications that support improved low-cost and low-carbon transportation options in traditionally under-served and under-represented communities. All new and amended major projects were evaluated for equity. The evaluation found that on balance the projects benefit under-served and under-represented communities by increasing access to opportunities.

**Policy 3.10, Rural, urbanizable, and urban land.** Preserve the rural character of rural land outside the Regional Urban Growth Boundary. Limit urban development of urbanizable land beyond the City Limits until it is annexed and full urban services are extended.

**Policy 3.12, Significant places.** Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories, and cultures and contribute to way-finding throughout the city. Consider these especially at:

- High-visibility intersections
- Attractions
- Schools, libraries, parks, and other civic places
- Bridges
- Rivers
- Viewpoints and view corridor locations



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- Historically or culturally significant places
- Connections to volcanic buttes and other geologic and natural landscape features
- Neighborhood boundaries and transitions

**67. Finding:** Policies 3.10 and 3.12 do not apply because the minor 2035 TSP Update does not contain policies, projects and classifications that pertain to land annexation and significant places.

### Citywide design and development

**Policy 3.13, Role of centers.** Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

**Policy 3.14, Variety of centers.** Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.

**Policy 3.15, Housing in centers.** Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.

**Policy 3.16, Investments in centers.** Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

**68. Finding:** The minor 2035 TSP Update project meets policies 3.13 through 3.16. The project amendments include policies, projects, and classifications that support transportation movement to, from, and through a variety of centers that service various roles. Projects and classifications have been specifically developed to support future investments in centers. While the project does not address housing in centers, it does support housing growth in centers through increased transportation options and investments.

**Policy 3.17, Government services.** Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

**Policy 3.18, Arts and culture.** Ensure that land use plans and infrastructure investments allow for and incorporate arts, culture, and performance arts as central components of centers.

**69. Finding:** Policies 3.17 and 3.18 do not apply because the minor 2035 TSP Update does not contain policies, projects and classifications that pertain location of government centers and the incorporation of arts, culture, and performance arts in centers.

**Policy 3.19, Accessibility.** Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.

**Policy 3.20, Center connections.** Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric vehicle charging stations.

**Policy 3.21, Green infrastructure in centers.** Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

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**70. Finding:** The minor 2035 TSP Update project meets policies 3.19 through 3.21. The project amendments include policies, projects, and classifications that support accessible transportation in centers by providing improved access to transit and increasing transportation options for all ages and abilities. Projects include opportunities to improve connections to centers by increasing the speed and reliability of the regional transportation network and by increasing transportation options through the build out of pedestrian and bicycle networks. Projects and classifications facilitate the development of green infrastructure in centers.

#### Central City

**Policy 3.22, Role of the Central City.** Encourage continued growth and investment in the Central City, and recognize its unique role as the region's premier center for jobs, services, and civic and cultural institutions that support the entire city and region.

**Policy 3.23, Model Urban Center.** Promote the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can concurrently provide equitable benefits to human health, the natural environment, and the local economy.

**Policy 3.24, Central City employment.** Encourage the growth of the Central City's regional share of employment and continue its growth as the region's unique center for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

**Policy 3.25, Central City housing.** Encourage the growth of the Central City as Portland's and the region's largest center with the highest concentrations of housing and with a diversity of housing options and services. *See also Policy 5.32.*

**Policy 3.26, Transportation hub.** Enhance the Central City as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

**Policy 3.27, Public places.** Promote public places and the Willamette River waterfront in the Central City as places of business and social activity and gathering for the people of its districts and the broader region.

**71. Finding:** The minor 2035 TSP Update project meets policies 3.22 through 3.27. The project amendments include policies, projects, and classifications that support transportation to, from, and within the Central City. Projects include enhancing transit to improve reliability and speed to, from, and within the Central City. Pedestrian classifications and pedestrian districts provide direction to support current and future employment and housing within the Central City.

#### Gateway Regional Center

**Policy 3.28, Role of Gateway.** Encourage growth and investment in Gateway to enhance its role as East Portland's center of employment, commercial, and public services.

**Policy 3.29, Housing.** Encourage housing in Gateway, to create East Portland's largest concentration of high-density housing.

**Policy 3.30, Transportation.** Enhance Gateway's role as a regional high-capacity transit hub that serves as an anchor for East Portland's multimodal transportation system.

**Policy 3.31, Public places.** Enhance the public realm and public places in Gateway to provide a better setting for business and social activity that serves East Portland residents and the region.

**72. Finding:** The minor 2035 TSP Update project meets policies 3.28 through 3.31. The project amendments include policies, projects, and classifications that support transportation to, from,

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and within the Gateway Regional Center. Projects include enhancing transit to improve reliability and speed to, from, and within the Gateway Regional Center. Pedestrian classifications and pedestrian districts provide direction to support current and future employment and housing within the Gateway Regional Center.

#### Town Centers

**Policy 3.32, Role of Town Centers.** Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods as well as a wider area, and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.

**Policy 3.33, Housing.** Provide for a wide range of housing types in Town Centers, which are intended to generally be larger in scale than the surrounding residential areas. There should be sufficient zoning within a half-mile walking distance of a Town Center to accommodate 7,000 households.

**Policy 3.34, Transportation.** Improve Town Centers as multimodal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region's high-capacity transit system.

**Policy 3.35, Public places.** Provide parks or public squares within or near Town Centers to support their roles as places of focused business and social activity.

**73. Finding:** The minor 2035 TSP Update project meets policies 3.32 through 3.35. The project amendments include policies, projects, and classifications that support transportation to, from, and within Town Centers. Projects include enhancing transit to improve reliability and speed to, from, and within Town Centers. Pedestrian classifications and pedestrian districts provide direction to support current and future employment and housing within the Gateway Regional Center.

#### Neighborhood Centers

**Policy 3.36, Role of Neighborhood Centers.** Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.

**Policy 3.37, Housing.** Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.

**Policy 3.38, Transportation.** Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.

**Policy 3.39, Public places.** Provide small parks or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering.

**74. Finding:** The minor 2035 TSP Update project meets policies 3.36 through 3.39. The project amendments include policies, projects, and classifications that support transportation to, from, and within Neighborhood Centers. Projects include enhancing transit to improve reliability and speed to, from, and within Neighborhood Centers. Pedestrian classifications and pedestrian

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districts provide direction to support current and future employment and housing within the Gateway Regional Center.

#### Inner Ring Districts

**Policy 3.40, Growth.** Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20th century auto-oriented development.

**Policy 3.41, Corridors.** Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.

**Policy 3.42, Distinct identities.** Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use historic preservation and design review tools to accommodate growth in ways that preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.

**Policy 3.43, Diverse residential areas.** Provide a diversity of housing opportunities in the Inner Ring Districts' residential areas. Encourage approaches that preserve or are compatible with the range of existing historic housing in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow.

**75. Finding:** Policies 3.40 and 3.43 do not apply because the minor 2035 TSP Update does not address growth, design and residential housing opportunities in Inner Ring Districts.

**Policy 3.44, Active transportation.** Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.

**76. Finding:** The minor 2035 TSP Update project meets policy 3.44. The project amendments include policies, projects, and classifications that enhance the active transportation network in Inner Ring Districts. Projects include improved access to and from transit, improved speed and reliability of transit between the Inner Ring Districts and the Central City, and improvements to the bicycle and pedestrian networks.

#### Corridors

**Policy 3.45, Growth and mobility.** Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

**77. Finding:** The minor 2035 TSP Update project meets policy 3.45. The project amendments include policies, projects, and classifications that enhances the growth and mobility needs for people of all ages and abilities along corridors. Projects added to the major projects list include a focus on enhancing transit along and between corridors that have been designated for growth.

**Policy 3.46, Connections.** Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts.

**78. Finding:** The minor 2035 TSP Update project meets policy 3.46. The project amendments include policies, projects, and classifications that improve multimodal connections along corridors.

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Projects include enhancements to the speed and reliability of transit along corridors, improvements to access to transit along corridors, and improvements to the pedestrian and bicycle networks. Pedestrian classification changes support current and future needs of centers and neighborhood business centers.

**Policy 3.47, Design.** Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living.

**Policy 3.48, Green infrastructure in corridors.** Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

**79. Finding:** Policies 3.47 and 3.48 do not apply because the minor 2035 TSP Update does not address street design and green infrastructure in corridors.

### Civic Corridors

**Policy 3.49, Integrated land use and mobility.** Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

**Policy 3.50, Design great places.** Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

**Policy 3.51, Mobility corridors.** Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

**Policy 3.52, Freight.** Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.

**80. Finding:** The minor 2035 TSP Update project meets policies 3.49 through 3.52. The project amendments include policies, projects, and classifications that enhances the growth and mobility needs for people of all ages and abilities along Civic Corridors. Projects added to the major projects list include a focus on enhancing transit along and between corridors that have been designated for growth. New pedestrian classifications and descriptions support the development of great places that have a pedestrian environment that is safe, healthy, and attractive. Freight access and mobility on Civic Corridors is maintained.

### Neighborhood Corridors

**Policy 3.53, Neighborhood Corridors.** Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.

**81. Finding:** The minor 2035 TSP Update project meets policy 3.53. The project amendments include policies, projects, and classifications that enhances the growth and mobility needs for people of all ages and abilities in Neighborhood Centers. Projects include improved access to transit and enhanced transit that link neighborhoods. Amended classifications and descriptions support vibrant neighborhood business districts.

### Transit Station Areas

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**Policy 3.54, Transit-oriented development.** Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.

**Policy 3.55, Community connections.** Integrate transit stations into surrounding communities and enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area.

**Policy 3.56, Transit station area safety.** Design transit areas to improve pedestrian, bicycle, and personal safety.

**82. Finding:** The minor 2035 TSP Update project meets policies 3.54 through 3.56. The project amendments include policies, projects, and classifications that improve safe access to and from Transit Station Areas. Amendments to pedestrian classifications make all Transit Station Areas pedestrian districts. This designation supports the policies above by improving safety and accessibility.

**Policy 3.57, Center stations.** Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

**Policy 3.58, Employment stations.** Encourage concentrations of jobs and employment-focused land uses in and around stations in employment-zoned areas.

**Policy 3.59, Transit neighborhood stations.** Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.

**83. Finding:** Policies 3.57 through 3.59 do not apply because the minor 2035 TSP Update does not address housing and employment in Transit Station Areas.

**Policy 3.60, Destination stations.** Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.

**84. Finding:** The minor 2035 TSP Update project meets policy 3.60. The project amendments include policies, projects, and classifications that that improve safe access to and from Transit Station Areas. Projects include enhancing transit to improve speed and reliability between major destinations and transit facilities. Amendments to pedestrian classifications make all Transit Station Areas pedestrian districts. This designation supports the role of station areas as places of focused activity.

## City Greenways

**Policy 3.61, Connections.** Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

**Policy 3.62, Integrated system.** Create an integrated City Greenways system that includes regional trails through natural areas and along Portland's rivers, connected to neighborhood greenways, and heritage parkways.

**Policy 3.63, Multiple benefits.** Design City Greenways that provide multiple benefits that contribute to Portland's pedestrian, bicycle, green infrastructure, and parks and open space systems.

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**85. Finding:** The minor 2035 TSP Update project meets policies 3.61 through 3.63. The project amendments include policies, projects, and classifications that support the creation of a network of City Greenways. Amendments to the major project list include refinements to existing City Greenways and the addition of New City Greenways. Amendments to bicycle and pedestrian classifications reinforce the role of City Greenways within the City's transportation and infrastructure system.

**Policy 3.64, Design.** Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

**86. Finding:** Policies 3.64 does not apply because the minor 2035 TSP Update does not address street design.

### Urban habitat corridors

**Policy 3.65, Urban habitat corridors.** Establish a system of connected, well-functioning, and diverse habitat corridors that link habitats in Portland and the region, facilitate safe fish and wildlife access and movement through and between habitat areas, enhance the quality and connectivity of existing habitat corridors, and establish new habitat corridors in developed areas.

**Policy 3.66, Habitat connection tools.** Improve habitat corridors using a mix of tools including natural resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.

**Policy 3.67 Connect habitat corridors.** Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

**87. Finding:** Policies 3.65 through 3.67 do not apply because the minor 2035 TSP Update does not address habitat corridors.

### Employment areas

**Policy 3.68, Employment area geographies.** Consider the land development and transportation needs of Portland's employment geographies when creating and amending land use plans and making infrastructure investments.

**88. Finding:** The minor 2035 TSP Update project meets policy 3.68. The project amendments include policies, projects, and classifications that consider the land development and transportation needs of employment area geographies. Projects include enhancing transit to, from, and in employment area geographies to support current and future needs. Amended pedestrian classifications were developed through an analysis of equity, safety, and demand in employment geographies.

**Policy 3.69, Regional Truck Corridors.** Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. *See Figure 3-7 — Employment Areas.* Designated regional truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network).

**89. Finding:** The minor 2035 TSP Update project meets policy 3.69. The project amendments include policies, projects, and classifications that consider the needs of freight on designated streets. The

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2035 Transportation System Plan includes freight classifications that provide policy guidance for the freight network. Amendments in the 2035 TSP Update are consistent with the existing freight classifications and policies.

#### Rivers Pattern Area

**Policy 3.70, Historic and multi-cultural significance.** Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally-permitted fish species.

**Policy 3.71, River transportation.** Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland's historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.

**Policy 3.72, Recreation.** Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland's riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

**Policy 3.73, Industry and port facilities.** Enhance the regionally significant economic infrastructure that includes Oregon's largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region's critical energy hub; and proximity to anchor manufacturing and distribution facilities.

**Policy 3.74, Habitat.** Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.

**Policy 3.75, Commercial activities.** Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.

**Policy 3.76, River neighborhoods.** Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.

**Policy 3.77, River access.** Enhance and complete Portland's system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.

**Policy 3.78, River management and coordination.** Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.

**Policy 3.79, Columbia River.** Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation.

**Policy 3.80, Willamette River North Reach.** Enhance the role of the Willamette River North Reach for river dependent industry, fish and wildlife habitat, and as an amenity for riverfront neighborhoods and recreational users.



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**Policy 3.81, Willamette River Central Reach.** Enhance the role of the Willamette River Central Reach as the Central City and region's primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

**Policy 3.82, Willamette River South Reach.** Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.

**Policy 3.83, Willamette River Greenway.** Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway. *See Figure 3-9 — Willamette Greenway Boundaries.*

**90. Finding:** Policies 3.70 through 3.83 do not apply because the minor 2035 TSP Update does not change existing policies and projects that support Rivers Pattern Area.

### Central City Pattern Area

**Policy 3.84, Central City districts.** Enhance the distinct identities of the Central City's districts.

**Policy 3.85, Central City industrial districts.** Support the long-term success of Central City industrial districts and their evolution in terms of the mix of businesses and higher-employment densities.

**Policy 3.86, Central City river orientation.** Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river-focused activities.

**91. Finding:** Policies 3.84 through 3.86 do not apply because the minor 2035 TSP Update does not address the identity of Central City districts, mix of businesses and higher-employment densities, and connections to the river.

**Policy 3.87, Central City pedestrian system.** Maintain and expand the Central City's highly interconnected pedestrian system.

**Policy 3.88, Central City bicycle system.** Expand and improve the Central City's bicycle system.

**92. Finding:** The minor 2035 TSP Update project meets policies 3.87 and 3.88. The project amendments include policies, projects, and classifications that support the pedestrian and bicycle networks in the Central City. The Central City is designated as a pedestrian district. This designation includes policy direction to provide a safe and comfortable walking environment for high volumes of pedestrians through a built-out pedestrian network. Amendments to the bicycle classifications in the Central City support the expansion and improvement of the bicycle network.

### Inner Neighborhoods Pattern Area

**Policy 3.89, Inner Neighborhoods main streets.** Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.

**Policy 3.90, Inner Neighborhoods street patterns.** Preserve the area's urban fabric of compact blocks and its highly interconnected grid of streets.

**Policy 3.91, Inner Neighborhoods infill.** Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.

**93. Finding:** Policies 3.89 through 3.91 do not apply because the minor 2035 TSP Update does not amend street patterns, street-oriented buildings, and policies related to infill development.

**Policy 3.92, Inner Neighborhoods active transportation.** Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland's active

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transportation system.

**94. Finding:** The minor 2035 TSP Update project meets policy 3.92. The project amendments include policies, projects, and classifications that support active transportation connections from Inner Neighborhoods to the Central City. Amendments to pedestrian and bicycle classifications provide direction on where streets, sidewalk, and bikeway systems can support active transportation. Amendments to major projects enhance the speed and reliability of transit, access to transit, and increased transportation options.

**Policy 3.93, Inner Neighborhoods residential areas.** Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.

**95. Finding:** Policy 3.93 does not apply because the minor 2035 TSP Update does not amend street patterns and does not address planting strips and street trees in Inner Neighborhood residential areas.

### Eastern Neighborhoods Pattern Area

**Policy 3.94, Eastern Neighborhoods street, block, and lot pattern.** Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area's large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.

**96. Finding:** The minor 2035 TSP Update project meets policy 3.94. The project amendments include policies, projects, and classifications that support improved connectivity in the Eastern Neighborhood Pattern Area. Amendments to the major project list include new projects in the centers in the Eastern Neighborhood Pattern Area that fill in gaps in the pedestrian and bicycle network, and support improvements to multimodal connections to community destinations.

**Policy 3.95, Eastern Neighborhoods trees and natural features.** Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area's streams, forests, wetlands, steep slopes, and buttes.

**Policy 3.96, Eastern Neighborhoods buttes.** Enhance public views of the area's skyline of buttes and stands of tall Douglas fir trees.

**Policy 3.97, Eastern Neighborhoods corridor landscaping.** Encourage landscaped building setbacks along residential corridors on major streets.

**97. Finding:** Policies 3.95 through 3.97 do not apply because the minor 2035 TSP Update does not address trees, natural features, buttes, and corridor landscaping in Eastern Neighborhood Pattern Area.

**Policy 3.98, Eastern Neighborhoods active transportation.** Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

**98. Finding:** The minor 2035 TSP Update project meets policy 3.98. The project amendments include policies, projects, and classifications that support improved multimodal transportation in the Eastern Neighborhood Pattern Area. Amendments to the major project list include new projects in the centers in the Eastern Neighborhood Pattern Area that fill in gaps in the pedestrian and bicycle network, and support improvements to multimodal connections to community destinations.

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Projects also improve access to centers, employment areas, and other community destinations by improving access to transit, enhancing the speed and reliability of transit, and by filling gaps in the bicycle and pedestrian networks.

#### Western Neighborhoods Pattern Area

**Policy 3.99, Western Neighborhoods village character.** Enhance the village character of the Western Neighborhoods' small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors.

**99. Finding:** Policy 3.99 does not apply because the minor 2035 TSP Update does not address Western Neighborhoods village character.

**Policy 3.100, Western Neighborhoods active transportation.** Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods.

**100. Finding:** The minor 2035 TSP Update project meets policy 3.100. The project amendments include policies and classifications that support safe and accessible pedestrian connections, as well as off-street trail connections, to and from residential neighborhoods. Amendments to pedestrian classifications include designations for off-street trail connections in the Western Neighborhoods Pattern Area. Pedestrian classifications further support future development of connections to and from residential neighborhoods.

**Policy 3.101, Western Neighborhoods development.** Encourage new development and infrastructure to be designed to minimize impacts on the area's streams, ravines, and forested slopes.

**Policy 3.102, Western Neighborhoods habitat corridors.** Preserve, enhance, and connect the area's network of habitat areas and corridors, streams, parks, and tree canopy.

**101. Finding:** Policies 3.101 and 3.102 do not apply because the minor 2035 TSP Update does not address Western Neighborhoods development and habitat corridors.

**Policy 3.103, Western Neighborhoods trails.** Enhance the Western Neighborhoods' distinctive system of trails to expand mobility, access to nature, and active living opportunities in the area.

**102. Finding:** The minor 2035 TSP Update project meets policy 3.103. The project amendments include policies and classifications that support the Western Neighborhoods trails system. Amended pedestrian classifications include designations for both on- and off-street trails in the Western Neighborhoods Pattern Area that support enhancing the trail system.

#### Chapter 4: Design and Development

**Goal 4.A: Context-sensitive design and development.** New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

**Goal 4.B: Historic and cultural resources.** Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved.

**103. Finding:** The goals of 4.A and 4.B do not apply to the minor 2035 TSP Update project because the project does not amend or affect how new development is designed to respond to historic or cultural qualities.

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**Goal 4.C: Human and environmental health.** Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

**104.Finding:** The minor 2035 TSP Update project meets this Goal 4.C because the project amendments includes policies, classifications, and projects that support a safe transportation network where people can travel using low-emission modes such as walking, bicycling, and taking transit.

**Goal 4.D: Urban resilience.** Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

**105.Finding:** The minor 2035 TSP Update projects meets Goal 4.DI because it provides policies, classifications, and projects that support a transportation system that is designed to provide transportation options. By designing a system that is multi-modal in nature, there are increased opportunities for travel by different modes during the event of a natural disaster.

#### Context

**Policy 4.1. Pattern areas.** Encourage building and site designs that respect the unique built, natural, historic, and cultural characteristics of Portland’s five pattern areas described in Chapter 3: Urban Form.

**Policy 4.2. Community identity.** Encourage the development of character-giving design features that are responsive to place and the cultures of communities.

**Policy 4.3. Site and context.** Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.

**Policy 4.4. Natural features and green infrastructure.** Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.

**106.Finding:** The policies 4.1 through 4.4 do not apply because the minor 2035 TSP Update project only does not address context like community identity, site context, and natural features these policies address.

**Policy 4.5. Pedestrian-oriented design.** Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

**107.Finding:** The minor 2035 TSP Update projects meets Policy 4.5 because it provides policies and classifications that enhance the pedestrian experience throughout Portland. Amendments to the pedestrian classifications are citywide and are based on an analysis of safety, equity, and pedestrian demand. The classifications provide guidance on the types of facilities that should be built for pedestrians to support accessible, safe, and attractive places.

**Policy 4.6. Street orientation.** Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.

**Policy 4.7. Development and public spaces.** Guide development to help create high-quality public

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places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.

**Policy 4.9. Transitional urbanism.** Encourage temporary activities and structures in places that are transitioning to urban areas to promote job creation, entrepreneurship, active streets, and human interaction.

**108.Finding:** The policies 4.1 through 4.9 do not apply because the minor 2035 TSP Update project only does not address context like street orientation, transitional urbanism and public spaces that these policies address.

#### Health and safety

**Policy 4.10. Design for active living.** Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

**Policy 4.11. Access to light and air.** Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.

**Policy 4.12. Privacy and solar access.** Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.

**Policy 4.13. Crime-preventive design.** Encourage building, site, and public infrastructure design approaches that help prevent crime.

**Policy 4.14. Fire prevention and safety.** Encourage building and site design that improves fire prevention, safety, and reduces seismic risks.

**109. Finding:** The policies 4.10 through 4.13 do not apply because the minor 2035 TSP Update project does not address design items like access to air, solar or crime and fire prevention.

#### Residential areas

**Policy 4.15. Residential area continuity and adaptability.** Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.

**Policy 4.16. Scale and patterns.** Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow for a range of architectural styles and expression.

**Policy 4.19. Resource efficient and healthy residential design and development.** Support resource efficient and healthy residential design and development.

**110.Finding:** The policies 4.15 through 4.19 do not apply because the 2035 TSP project does not address the design elements of development within residential areas.

#### Design and development of centers and corridors

**Policy 4.20. Walkable scale.** Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.

**Policy 4.21. Street environment.** Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend

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time, and gather.

**Policy 4.22. Relationship between building height and street size.** Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.

**111. Finding:** The policies 4.20 through 4.22 do not apply in that the minor 2035 TSP Update project does not address design and development.

**Policy 4.23. Design for pedestrian and bicycle access.** Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.

**112. Finding:** The minor 2035 TSP Update project meets policy 4.23 in that the project amendments include policies, classifications, and projects that support pedestrian activity, bicycle access, and connectivity in centers and corridors.

**Policy 4.24. Drive-through facilities.** Prohibit drive through facilities in the Central City, and limit new development of new ones in the Inner Ring Districts and centers to support a pedestrian-oriented environment.

**Policy 4.25. Residential uses on busy streets.** Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.

**Policy 4.26. Active gathering places.** Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

**Policy 4.27. Protect defining features.** Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.

**Policy 4.28. Historic buildings in centers and corridors.** Protect and encourage the restoration and improvement of historic resources in centers and corridors.

**Policy 4.29. Public art.** Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.

**113. Finding:** The policies 4.24 through 4.29 do not apply because the minor 2035 TSP Update project does not address the design elements in the public right of way that are addressed in these policies.

#### Transitions

**Policy 4.30. Scale transitions.** Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.

**Policy 4.31. Land use transitions.** Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.

**Policy 4.32. Industrial edge.** Protect non-industrially zoned parcels from the adverse impacts of facilities and uses on industrially zoned parcels through the use of a variety of tools, including but not limited to vegetation, physical separation, land acquisition, and insulation to establish buffers

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between industrial sanctuaries and adjacent residential or mixed use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

**114.Finding:** The policies 4.30 through 4.32 do not apply because the minor 2035 TSP Update does not address the transitional design elements.

#### Off-site impacts

**Policy 4.33. Off-site impacts.** Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or industrial uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

**Policy 4.34. Auto-oriented facilities, uses, and exterior displays.** Minimize the adverse impacts of highways, auto-oriented uses, vehicle area, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.

**Policy 4.35. Noise impacts.** Encourage building and landscape design and land use patterns that limit and/ or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.

**Policy 4.36. Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/ or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.

**Policy 4.37. Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.

**Policy 4.38. Light pollution.** Encourage lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife.

**Policy 4.39. Airport noise.** Partner with the Port of Portland to require compatible land use designations and development within the noise-affected area of Portland International Airport, while providing disclosure of the level of aircraft noise and mitigating the potential impact of noise within the affected area.

**Policy 4.40. Telecommunication facility impacts.** Mitigate the visual impact of telecommunications and broadcast facilities near residentially-zoned areas through physical design solutions.

**115.Finding:** The policies 4.33 through 4.40 do not apply because the minor 2035 TSP Update does not create or address the off-site impacts of development like noise, air quality, diesel emissions, light pollution and airport noise.

#### Scenic resources

**Policy 4.41. Scenic resources.** Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward wayfinding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

**Policy 4.42. Scenic resource protection.** Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

**Policy 4.43. Vegetation management.** Maintain regulations and other tools for managing vegetation

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in a manner that preserves or enhances designated significant scenic resources.

**Policy 4.44. Building placement, height, and massing.** Maintain regulations and other tools related to building placement, height, and massing in order to preserve designated significant scenic resources.

**Policy 4.45. Future development.** Encourage new public and private development to create new public viewpoints providing views of Portland's rivers, bridges, surrounding mountains, hills and buttes, and Central City skyline, and other landmark features.

**116.Finding:** The policies 4.41 through 4.45 do not apply because the minor 2035 TSP Update project does not address scenic resources or management.

#### Historic and cultural resources

**Policy 4.46. Historic and cultural resource protection.** Within statutory requirements for owner consent, identify, protect, and encourage the use and rehabilitation of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment.

**Policy 4.47. State and federal historic resource support.** Advocate for state and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

**Policy 4.48. Continuity with established patterns.** Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

**Policy 4.49. Resolution of conflicts in historic districts.** Adopt and periodically update design guidelines for unique historic districts. Refine base zoning in historic districts to take into account the character of the historic resources in the district.

**Policy 4.50. Demolition.** Protect historic resources from demolition. When demolition is necessary or appropriate, provide opportunities for public comment and encourage pursuit of alternatives to demolition or other actions that mitigate for the loss.

**Policy 4.51. City-owned historic resources.** Maintain City-owned historic resources with necessary upkeep and repair.

**Policy 4.52. Historic Resources Inventory.** Within statutory limitations, regularly update and maintain Portland's Historic Resources Inventory to inform historic and cultural resource preservation strategies.

**Policy 4.53. Preservation equity.** Expand historic resources inventories, regulations, and programs to encourage historic preservation in areas and in communities that have not benefited from past historic preservation efforts, especially in areas with high concentrations of under-served and/or under-represented people.

**Policy 4.54. Cultural diversity.** Work with Portland's diverse communities to identify and preserve places of historic and cultural significance.

**Policy 4.55. Cultural and social significance.** Encourage awareness and appreciation of both beautiful and ordinary historic places and their roles in enhancing community identity and sense of place.

**Policy 4.56. Community structures.** Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.



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**Policy 4.57. Economic viability.** Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.

**Policy 4.58. Archaeological resources.** Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with Sovereign tribes, Native American communities, and the state to protect against disturbance to Native American archaeological resources.

**117.Finding:** The policies 4.46 through 4.58 do not apply because the minor 2035 TSP Update project does not impact or address historic and cultural resources.

#### Public art

**Policy 4.59. Public art and development.** Create incentives for public art as part of public and private development projects.

**118.Finding:** This policy does not apply because the minor 2035 TSP Update project does not impact or address public art and development.

#### Resource-efficient design and development

**Policy 4.60. Rehabilitation and adaptive reuse.** Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

**Policy 4.61. Compact housing.** Promote the development of compact, space- and energy-efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.

**Policy 4.62. Seismic and energy retrofits.** Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.

**Policy 4.63. Life cycle efficiency.** Encourage use of technologies, techniques, and materials in building design, construction, and removal that result in the least environmental impact over the life cycle of the structure.

**Policy 4.64. Deconstruction.** Encourage salvage and reuse of building elements when demolition is necessary or appropriate.

**Policy 4.65. Materials and practices.** Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

**Policy 4.66. Water use efficiency.** Encourage site and building designs that use water efficiently and manage stormwater as a resource.

**Policy 4.67. Optimizing benefits.** Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, eeroofs, and building design.

**Policy 4.68. Energy efficiency.** Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.

**Policy 4.69. Reduce carbon emissions.** Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.

**Policy 4.70. District energy systems.** Encourage and remove barriers to the development and

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expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.

**Policy 4.71. Ecodistricts.** Encourage ecodistricts, where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.

**Policy 4.72. Energy-producing development.** Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.

**119.Finding:** The policies 4.60 through 4.72 do not apply because the minor 2035 TSP Update project does not address resource efficient materials, design and development.

#### Designing with nature

**Policy 4.73. Design with nature.** Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation.

**Policy 4.74. Flexible development options.** Encourage flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally-sensitive areas and to retain healthy native and beneficial vegetation and trees.

**Policy 4.75. Low-impact development and best practices.** Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure.

**Policy 4.76. Impervious surfaces.** Limit use of and strive to reduce impervious surfaces and associated impacts on hydrologic function, air and water quality, habitat connectivity, tree canopy, and urban heat island effects.

**Policy 4.77. Hazards to wildlife.** Encourage building, lighting, site, and infrastructure design and practices that provide safe fish and wildlife passage, and reduce or mitigate hazards to birds, bats, and other wildlife.

**Policy 4.78. Access to nature.** Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural resources, fish, and wildlife. Provide access to major natural features, including:

- Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
- Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
- Natural areas such as Forest Park and Oaks Bottom.

**120.Finding:** The policies 4.73 through 4.78 do not apply because the minor 2035 TSP Update project does not affect the way new development interacts with the natural environment.

#### Hazard-resilient design

**Policy 4.79. Natural hazards and climate change risks and impacts.** Limit development in or near areas prone to natural hazards, using the most current hazard and climate change-related information and maps.

**Policy 4.80. Geological hazards.** Evaluate slope and soil characteristics, including liquefaction potential, landslide hazards, and other geologic hazards.

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**Policy 4.81. Disaster-resilient development.** Encourage development and site-management approaches that reduce the risks and impacts of natural disasters or other major disturbances and that improve the ability of people, wildlife, natural systems, and property to withstand and recover from such events.

**Policy 4.82. Portland Harbor facilities.** Reduce natural hazard risks to critical public and private energy and transportation facilities in the Portland Harbor.

**Policy 4.83. Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

**Policy 4.84. Planning and disaster recovery.** Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, in preparation for natural disasters.

**121.Finding:** The policies 4.79 through 4.84 do not apply because the minor 2035 TSP Update does not affect the hazard resiliency of new development.

#### Healthy food

**Policy 4.85. Grocery stores and markets in centers.** Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmers markets offering fresh produce in centers. Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability.

**Policy 4.86. Neighborhood food access.** Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/ drop-off sites, to fill in service gaps in food access across the city.

**Policy 4.87. Growing food.** Increase opportunities to grow food for personal consumption, donated, sales, and educational purposes.

**Policy 4.88. Access to community gardens.** Ensure that community gardens are allowed in areas close to or accessible via transit to people living in areas zone for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.

**122.Finding:** The policies 4.85 through 4.88 do not apply because the minor 2035 TSP Update project does not address the availability of or access to healthy food.

#### Chapter 5: Housing

**Goal 5.A: Housing diversity.** Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

**Goal 5.B: Equitable access to housing.** Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

**123.Finding:** The Goals 5.A. and 5.B. do not apply because the minor 2035 TSP Update project does not address programs related to access to affordable housing developments.

**Goal 5.C: Healthy connected city.** Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

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**124.Finding:** The minor 2035 TSP Update project meets this goal. The project includes amendments to policies, classifications, and projects that support a transportation system that is multimodal and that provides access to key destinations and services.

**Goal 5.D: Affordable housing.** Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

**Goal 5.E: High-performance housing.** Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

**125.Finding:** The Goals 5.D and 5.B do not apply because the minor 2035 TSP Update project does not address programs related affordable housing, and resource-efficient and high-performance housing.

#### Diverse and expanding housing supply

**Policy 5.1. Housing supply.** Maintain sufficient residential development capacity to accommodate Portland's projected share of regional household growth.

**Policy 5.2. Housing growth.** Strive to capture at least 25 percent of the seven-county region's residential growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

**Policy 5.3. Housing potential.** Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households and identify opportunities to meet future demand.

**Policy 5.4. Housing types.** Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/ clustered services.

**Policy 5.5 Housing in centers.** Apply zoning in and around centers that allow for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

**Policy 5.6 Middle housing.** Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed-use center and surrounding single family areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.

**Policy 5.7. Adaptable housing.** Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.

**126.Finding:** The policies 5.1 through 5.7 do not apply because the minor 2035 TSP Update project does not address the diversity and supply of housing in Portland.

#### Housing access

**Policy 5.10. Coordinate with fair housing programs.** Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments to affirmatively further fair housing.

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**Policy 5.11 Remove barriers.** Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.

**127.Finding:** The policies 5.10 and 5.11 do not apply because the minor 2035 TSP Update project does not include standards that address fair housing programs or regulatory processes for people accessing housing.

**Policy 5.12 Impact analysis.** Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

**128.Finding:** The minor 2035 TSP Update project meets policy 5.12. The amendments to policies, classifications, and projects build upon transportation and land use analysis that was performed as part of the periodic review process of the 2035 Comprehensive Plan. This analysis identified needed transportation projects and programs to support housing choice, access, and affordability. The amendments include new pedestrian classifications that support a low-cost mode of transportation, as well as new enhanced transit projects that are designed to improve the speed and reliability of transit, especially in corridors that serve low-income households as identified through PBOT's equity matrix.

**Policy 5.13. Housing stability.** Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

**Policy 5.14. Preserve communities.** Encourage plans and investments to protect and/or restore the socioeconomic diversity and cultural stability of established communities.

**129.Finding:** The policies 5.13 and 5.14 do not apply because the minor 2035 TSP Update project does not include standards that address housing stability.

**Policy 5.15. Gentrification/ displacement risk.** Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.

**130.Finding:** The minor 2035 TSP Update project meets policy 5.15. PBOT staff used the agency's equity matrix and the Bureau of Planning and Sustainability's Vulnerability Risk Analysis to evaluate the potential impacts from projects added to the TSP's major projects list. Additionally, the new citywide pedestrian classifications were developed using equity, safety, and demand as a framework.

**Policy 5.16. Involuntary displacement.** When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.

**Policy 5.17. Land banking.** Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.

**Policy 5.18. Rebuild communities.** Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.

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**Policy 5.19. Aging in place.** Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

**131.Finding:** The policies 5.16 through 5.19 do not apply because the minor 2035 TSP Update project does not include standards that address creating affordable housing, land banking or aging in place.

#### Housing location

**Policy 5.20. Coordinate housing needs in high-poverty areas.** Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

**Policy 5.21. Access to opportunities.** Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and under-represented populations and an existing supply of affordable housing.

**Policy 5.22. New development in opportunity areas.** Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities. *See Figure 5-1 – Housing Opportunity Map.*

**Policy 5.23. Higher-density housing.** Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.

**Policy 5.24. Impact of housing on schools.** Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.

**132.Finding:** The policies 5.20 through 5.24 do not apply because the minor 2035 TSP Update does not affect the location of affordable housing.

#### Housing affordability

**Policy 5.25. Housing preservation.** Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

**Policy 5.26. Regulated affordable housing target.** Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.

**Policy 5.27. Funding plan.** Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

**Policy 5.28. Inventory of regulated affordable housing.** Coordinate periodic inventories of the supply of regulated affordable housing in the four-county (Clackamas, Clark, Multnomah and Washington) region with Metro.

**Policy 5.29. Permanently-affordable housing.** Increase the supply of permanently-affordable housing, including both rental and homeownership opportunities.

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**133.Finding:** The policies 5.25 through 5.29 do not apply because the minor 2035 TSP Update project does not include standards that impact the city meeting its housing targets or taking inventory of regulated affordable housing.

**Policy 5.30. Housing cost burden.** Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

**134.Finding:** The minor 2035 TSP Update project meets policy 5.30. The project includes amendments to policies, classifications, and projects that support transportation options. Bicycling, walking, and transit are affordable modes of transportation, and can reduce a household's combined housing and transportation costs. Transportation is the second highest household cost and owning a car can cost a family approximately \$8,500 a year. The project supports low-cost, active transportation options which can provide tangible economic benefits to individuals and households across Portland.

**Policy 5.31. Household prosperity.** Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

**Policy 5.33. Central City affordable housing.** Encourage the preservation and production of affordable housing in the Central City to take advantage of the area's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

**Policy 5.34. Affordable housing resources.** Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

**Policy 5.35. Inclusionary housing.** Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.

**135.Finding:** The policies 5.31 through 5.35 do not apply because the minor 2035 TSP Update does not include standards that impact inclusionary housing, the production of affordable housing in the Central City or other affordable housing resources.

**Policy 5.36. Impact of regulations on affordability.** Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

**Policy 5.37. Mobile home parks.** Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

**Policy 5.38. Workforce housing.** Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

**Policy 5.39. Compact single-family options.** Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

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**Policy 5.40 Employer-assisted housing.** Encourage employer-assisted affordable housing in conjunction with major employment development.

**Policy 5.41 Affordable homeownership.** Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

**Policy 5.42 Homeownership retention.** Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.

**Policy 5.43 Variety in homeownership opportunities.** Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.

**Policy 5.44 Regional cooperation.** Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

**Policy 5.45 Regional balance.** Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.

**136.Finding:** The policies 5.36 through 5.45 do not apply because the minor 2035 TSP Update project does not include standards that impact the preservation of diverse affordable housing types or homeownership opportunities.

#### Homelessness

**Policy 5.46. Housing continuum.** Prevent homelessness and reduce the time spent being homeless by allowing and striving to provide a continuum of safe and affordable housing opportunities and related supportive services including but not limited to rent assistance, permanent supportive housing, transitional housing, micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campground/ rest areas.

**137.Finding:** This policy does not apply because the minor 2035 TSP Update amendments do not affect the continuum of housing opportunities.

#### Health, safety, and well-being

**Policy 5.47 Healthy housing.** Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

**Policy 5.48. Housing safety.** Require safe and healthy housing free of hazardous materials such as lead, asbestos, and radon.

**Policy 5.49. Housing quality.** Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.



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**Policy 5.50. High-performance housing.** Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.

**Policy 5.51. Healthy and active living.** Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.

**138.Finding:** The policies 5.47 through 5.50 do not apply because the minor 2035 TSP Update project does not include standards that address hazardous materials, indoor air quality or energy efficiency of developments.

**Policy 5.52. Walkable surroundings.** Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

**139.Finding:** The minor 2035 TSP Update project meets policy 5.52 because the project includes new citywide pedestrian classifications and major projects that support active transportation and walkable surroundings.

**Policy 5.53. Responding to social isolation.** Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.

**Policy 5.54. Renter protections.** Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.

**140.Finding:** The policies 5.53 through 5.54 do not apply because the minor 2035 TSP Update project does not include standards that address site design to reduce social isolation or renter protections.

## Chapter 6: Economic Development

**Goal 6.A: Prosperity.** Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:

- Create opportunity for people to achieve their full potential.
- Improve public health.
- Support a healthy environment.
- Support the fiscal well-being of the city.

**141.Finding:** The minor 2035 TSP Update project meets Goal 6.A. because the amendments to policies, projects, and classifications support low-cost transportation options which can provide tangible economic benefits to individuals and households across Portland. Transportation is the second highest household cost and owning a car can cost a family approximately \$8,500 a year. The project includes new major projects that improve access to transit, and the speed and reliability of transit. As part of the analysis of the new projects, access to employment opportunities and equity were evaluated. The evaluation shows the new projects improve equitable access to employment opportunities.

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**Goal 6.B: Development.** Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

**142.Finding:** The minor 2035 TSP Update project meets Goal 6.B., and specifically the third bullet, because the project amendments to policies, classifications, and projects support a transportation system that includes high-quality public facilities and services.

**Goal 6.C: Business district vitality.** Portland implements land use policy and investments to:

- Ensure that commercial, institutional, and industrial districts support business retention and expansion.
- Encourage the growth of districts that support productive and creative synergies among local businesses.
- Provide convenient access to goods, services, and markets.
- Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.

**143.Finding:** The minor 2035 TSP Update project meets Goal 6.C., and specifically the third bullet to "provide convenient access to goods, services, and markets," because the project amendments to policies, classifications, and projects support a multimodal transportation system that expands transportation options to and from key destinations and services.

#### Diverse, expanding city economy

**Policy 6.1. Diverse and growing community.** Expand economic opportunity and improve economic equity for Portland's diverse, growing population through sustained business growth.

**Policy 6.2. Diverse and expanding economy.** Align plans and investments to maintain the diversity of Portland's economy and status as Oregon's largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

**Policy 6.3. Employment growth.** Strive to capture at least 25 percent of the seven-county region's employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

**Policy 6.4 Fiscally-stable city.** Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

**Policy 6.5. Economic resilience.** Improve Portland's economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

**Policy 6.6 Low-carbon and renewable energy economy.** Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with the production of renewable energy, energy efficiency projects, waste reduction, production of more durable goods, and recycling.

**Policy 6.7 Competitive advantages.** Maintain and strengthen the city's comparative economic advantages including access to a high-quality workforce, business diversity, competitive business

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climate, and multimodal transportation infrastructure.

**Policy 6.8 Business environment.** Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.

**Policy 6.9 Small business development.** Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to promote sustainable operating practices.

**Policy 6.10 Business innovation.** Encourage innovation, research, development, and commercialization of new technologies, products, and services through responsive regulations and public sector approaches.

**Policy 6.11 Sharing economy.** Encourage mechanisms that enable individuals, corporations, non-profits, and government to market, distribute, share, and reuse excess capacity in goods and services. This includes peer-to-peer transactions, crowd funding platforms, and a variety of business models to facilitate borrowing and renting unused resources.

**Policy 6.12 Economic role of livability and ecosystem services.** Conserve and enhance Portland's cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.

**144.Finding:** The policies 6.1 through 6.12 do not apply because the minor 2035 TSP Update project does not include standards that directly address the expanding the city economy or the business environment in Portland.

#### Land Development

**Policy 6.13 Land supply.** Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.

**Policy 6.14 Brownfield redevelopment.** Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035. Additional related policies are found in the Industrial and employment districts section of this chapter.

**Policy 6.15 Regionally-competitive development sites.** Improve the competitiveness of vacant and underutilized sites located in Portland's employment areas through the use of incentives, and regional and state assistance for needed infrastructure and site readiness improvements. '

**Policy 6.16 Regulatory climate.** Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:

**6.16.a.** Assess and understand cumulative regulatory costs to promote Portland's financial competitiveness with other comparable cities.

**6.16.b.** Promote certainty for new development through appropriate allowed uses and "clear and objective" standards to permit typical development types without a discretionary review.

**6.16.c.** Allow discretionary-review as a way to facilitate flexible and innovative approaches to meet requirements.

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**6.16.d.** Design and monitor development review processes to avoid unnecessary delays.

**6.16.e.** Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and efficient, well-coordinated development review and permitting procedures.

**6.16.f.** Consider short-term market conditions and how area development patterns will transition over time when creating new development regulations.

**Policy 6.17 Short-term land supply.** Provide for a competitive supply of development ready sites with different site sizes and types, to meet five-year demand for employment growth in the Central City, industrial areas, campus institutions, and neighborhood business districts.

**Policy 6.18 Evaluate land needs.** Update the Economic Opportunities Analysis and short-term land supply strategies every five to seven years.

**Policy 6.19 Corporate headquarters.** Provide land opportunities for development of corporate headquarters campuses in locations with suitable transportation facilities.

**145.Finding:** The policies 6.13 through 6.19 do not apply because the minor 2035 TSP Update project impacts does not include standards that address land supply, brownfield sites, regulatory climate, or providing site locations for corporate headquarters.

#### Trade sector competitiveness

**Policy 6.20 Traded sector competitiveness.** Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.

**Policy 6.21 Traded sector diversity.** Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

**Policy 6.22 Clusters.** Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.

**Policy 6.23 Trade and freight hub.** Encourage investment in transportation systems and services that will retain and expand Portland's competitive position as a West Coast trade gateway and freight distribution hub.

**Policy 6.24 Traded sector land supply.** Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

**Policy 6.25 Import substitution.** Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.

**Policy 6.26 Business opportunities in urban innovation.** Strive to have Portland's built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and sustainability.

**146.Finding:** The policies 6.20 through 6.26 do not apply because the minor 2035 TSP Update project does not include standards that address the trade sector.

#### Equitable household prosperity

**Policy 6.27 Income self-sufficiency.** Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public

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facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.

**6.27.a.** Support the role of industrial districts as a leading source of middle wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for under-served and under-represented communities.

**6.27.b.** Evaluate and limit negative impacts of plans and investments on middle and high wage job creation and retention.

**Policy 6.28 East Portland job growth.** Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

**Policy 6.29 Poverty reduction.** Encourage investment in, and alignment of, poverty reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

**Policy 6.30 Disparity reduction.** Encourage investment in, and alignment of, public efforts to reduce racial, ethnic, and disability-related disparities in income and employment opportunity.

**Policy 6.31 Minority-owned, woman-owned and emerging small business (MWESB) assistance.** Ensure that plans and investments improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses.

**Policy 6.32 Urban renewal plans.** Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:

- Revitalization of neighborhoods.
- Expansion of housing choices.
- Creation of business and job opportunities.
- Provision of transportation linkages.
- Protection of residents and businesses from the threats posed by gentrification and displacement.
- The creation and enhancement of those features which improve the quality of life within the urban renewal area.

**147.Finding:** The policies 6.27 through 6.32 do not apply because the minor 2035 TSP Update project does not include standards that address expansion of job opportunities and development of job sites.

#### Central City

**Policy 6.33 Central City.** Improve the Central City's regional share of employment and continue its growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

**Policy 6.34 Central City industrial districts.** Protect and facilitate the long-term success of Central City industrial sanctuary districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

**Policy 6.35 Innovation districts.** Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development

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strengths.

**148.Finding:** The policies 6.33 through 6.35 do not apply because the minor 2035 TSP Update project does not include standards that address expanding employment districts and campuses in the Central City.

### Industrial and employment districts

**Policy 6.36 Industrial land.** Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely accessible base of family-wage jobs, particularly for under-served and underrepresented people.

**Policy 6.37 Industrial sanctuaries.** Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.

**Policy 6.38 Prime industrial land retention.** Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention. See Figure 6-1 – Industrial and Employment Districts.

**6.38.a.** Protect prime industrial lands from quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

**6.38.b.** Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.

**6.38.c.** Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources and public health are also protected.

**6.38.d.** Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.

**6.38.e.** Protect prime industrial land from siting for parks, schools, large format places of assembly, and large-format retail sales. **6.38.f.** Promote efficient use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be located in the prime industrial area.

**Policy 6.39 Harbor access lands.** Limit use of harbor access lands to river- or rail dependent or related industrial land uses due to the unique and necessary infrastructure and site characteristics of harbor access lands for river dependent industrial uses.

**Policy 6.40 Portland Harbor Superfund Site.** Take a leadership role to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail dependent or related industrial uses.

**Policy 6.41 Multimodal freight corridors.** Encourage freight-oriented industrial development to locate

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where it can maximize the use of and support reinvestment in multimodal freight corridors.

**Policy 6.42 Columbia East.** Provide a mix of industrial and limited business park development in Columbia East (east of 82nd Avenue) that expand employment opportunities supported by proximity to Portland International Airport and multimodal freight access.

**Policy 6.43 Dispersed employment areas.** Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

**Policy 6.44 Industrial land use intensification.** Encourage reinvestment in, and intensification of, industrial land use, as measured by output and throughput per acre.

**Policy 6.45 Industrial brownfield redevelopment.** Provide incentives, investments, technical assistance and other direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.

**Policy 6.46 Impact analysis.** Evaluate and monitor the impacts on industrial land capacity that may result from land use plans, regulations, public land acquisition, public facility development, and other public actions to protect and preserve existing industrial lands.

**Policy 6.47 Clean, safe, and green.** Encourage improvements to the cleanliness, safety, and ecological performance of industrial development and freight corridors by facilitating adoption of market feasible new technology and design.

**Policy 6.48 Fossil fuel distribution.** Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

**Policy 6.49 Industrial growth and watershed health.** Facilitate concurrent strategies to protect and improve industrial capacity and watershed health in the Portland Harbor and Columbia Corridor areas.

**Policy 6.50 District expansion.** Provide opportunities for expansion of industrial areas based on evaluation of forecasted need and the ability to meet environmental, social, economic, and other goals.

**Policy 6.51 Golf course reuse and redevelopment.** Facilitate a mix of industrial, natural resource, and public open space uses on privately-owned golf course sites in the Columbia Corridor that property owners make available for reuse.

**Policy 6.52 Residential and commercial reuse.** Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.

**Policy 6.53 Mitigation banks.** Facilitate industrial site development by promoting and allowing environmental mitigation banks that serve industrial land uses on prime industrial land.

**Policy 6.54 Neighborhood buffers.** Maintain and enhance major natural areas, open spaces, and constructed features as boundaries and buffers for the Portland Harbor and Columbia Corridor industrial areas.

**Policy 6.55 Neighborhood park use.** Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

**149.Finding:** The policies 6.36 through 6.55 do not apply because the minor 2035 TSP Update does not include standards that address industrial districts or allowing types of industrial uses on sites.

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### Campus Institutions

**Policy 6.56 Campus institutions.** Provide for the stability and growth of Portland’s major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers. See Figure 6-2 – Campus Institutions.

**Policy 6.57 Campus land use.** Provide for major campus institutions as a type of employment land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

**Policy 6.58 Development impacts.** Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially to reduce automobile traffic and parking impacts.

**Policy 6.59 Community amenities and services.** Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.

**Policy 6.60 Campus edges.** Provide for context-sensitive, transitional uses, and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.

**Policy 6.61 Satellite facilities.** Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.

**150.Finding:** The policies 6.56 and 6.61 do not apply because the minor 2035 TSP Update project does not include standards that address the land use for campus institutions.

### Neighborhood business districts

**Policy 6.62 Neighborhood business districts.** Provide for the growth, economic equity, and vitality of neighborhood business districts. See Figure 6-3 – Neighborhood Business Districts.

**Policy 6.63 District function.** Enhance the function of neighborhood business districts as a foundation of neighborhood livability.

**Policy 6.64 Small, independent businesses.** Facilitate the retention and growth of small and locally-owned businesses.

**Policy 6.65 Home-based businesses.** Encourage and expand allowances for small, low impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.

**Policy 6.66 Neighborhood-serving business.** Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.

**Policy 6.67 Retail development.** Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.



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**Policy 6.68 Investment priority.** Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.

**Policy 6.69 Non-conforming neighborhood business uses.** Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.

**Policy 6.70 Involuntary commercial displacement.** Evaluate plans and investments for their impact on existing businesses.

**6.70.a.** Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

**6.70.b.** Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

**Policy 6.71 Temporary and informal markets and structures.** Acknowledge and support the role that temporary markets (farmers markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.

**Policy 6.72 Community economic development.** Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

**6.72.a.** Encourage broad-based community coalitions to implement land use and economic development objectives and programs.

**6.72.b.** Enhance opportunities for cooperation and partnerships between public and private entities that promote economic vitality in communities most disconnected from the regional economy.

**6.72.c.** Encourage cooperative efforts by area businesses, Business Associations, and Neighborhood Associations to work together on commercial revitalization efforts, sustainability initiatives, and transportation demand management.

**Policy 6.73 Centers.** Encourage concentrations of commercial services and employment opportunities in centers.

**6.73.a.** Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.

**6.73.b.** Encourage the retention and further development of grocery stores and local markets as essential elements of centers.

**6.73.c.** Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.

**6.73.d.** Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.

**6.73.e.** Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.

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**151.Finding:** The policies 6.62 through 6.73 do not apply because the minor 2035 TSP Update project does not affect employment or the function of commercial districts.

### Chapter 7: Environmental and Watershed Health

**Goal 7.A: Climate.** Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

**152.Finding:** The minor 2035 TSP Update project meets this goal. Transportation emissions make up 40% of total carbon emissions. The minor 2035 TSP Update project includes amendments to policies, projects, and classifications to support a multimodal transportation system that reduces reliance on fossil-fueled vehicles.

**Goal 7.B: Healthy watersheds and environment.** Ecosystem services and ecosystem functions are maintained, and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

**Goal 7.C: Resilience.** Portland's built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.

**Goal 7.D: Environmental equity.** All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

**Goal 7.E: Community stewardship.** Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.

**153.Finding:** Goals 7B through 7E do not apply because the minor 2035 TSP Update project does not address environmental and watershed health.

### Improve environmental quality and resilience

**Policy 7.1 Environmental quality.** Protect or support efforts to protect air, water, and soil quality, and associated benefits to public and ecological health and safety, through plans and investments.

**Policy 7.2 Environmental equity.** Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. This includes addressing disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.

**Policy 7.3 Ecosystem services.** Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

**154.Finding:** Policies 7.1 through 7.3 do not apply. The minor 2035 TSP Update does not directly address air, soil and water quality, environmental disparities and natural hazards or ecosystem services.

**Policy 7.4 Climate change.** Update and implement strategies to reduce carbon emissions and impacts, and increase resilience through plans and investments and public education.

**155.Finding:** The minor 2035 TSP Update project meets the intent of Policy 7.4. Transportation emissions make up 40% of total carbon emissions. The project's amendments include policies, projects, and classifications that support low-carbon transportation options including walking, biking, and transit.

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**7.4.a.** Carbon sequestration. Enhance the capacity of Portland’s urban forest, soils, wetlands, and other water bodies to serve as carbon reserves.

**7.4.b.** Climate adaptation and resilience. Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to limit and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.

**156.Finding:** Policies 7.4.a. and 7.4.b. do not apply. The minor 2035 TSP Update does not directly address carbon sequestration or enhancing the environment’s ability to adapt to climate change related flooding, landslides, wildfire or heat island effects.

**Policy 7.5 Air quality.** Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders. Coordinate with the Oregon Department of Environmental Quality to incorporate up-to-date air quality information and best practices into planning and investment decisions.

**Policy 7.6 Hydrology.** Improve, or support efforts to improve, watershed hydrology, through plans and investments, to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points and encourage restoration of degraded hydrologic functions.

**Policy 7.7 Water quality.** Improve, or support efforts to improve, water quality in rivers, streams, floodplains, groundwater, and wetlands through land use plans and investments, to address water quality issues including toxics, bacteria, temperature, metals, and sediment pollution. Consider the impacts of water quality on the health of all Portlanders.

**Policy 7.8 Biodiversity.** Strive to achieve and maintain self-sustaining populations of native species, including native plants, native resident and migratory fish and wildlife species, at-risk species, and beneficial insects (such as pollinators) through plans and investments.

**Policy 7.9 Habitat and biological communities.** Improve, or support efforts to improve, fish and wildlife habitat and biological communities. Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:

- Are rare or declining.
- Support at-risk plant and animal species and communities.
- Support recovery of species under the Endangered Species Act, and prevent new listings.
- Provide culturally important food sources, including those associated with Native American fishing rights.

**Policy 7.10 Habitat connectivity.** Improve or support efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by using plans and investments, to:

- Prevent and repair habitat fragmentation.
- Improve habitat quality.
- Weave habitat into sites as new development occurs.
- Enhance or create habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.

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- Promote restoration and protection of floodplains.

**Policy 7.11 Urban forest.** Improve, or support efforts to improve the quantity, quality, and equitable distribution of Portland's urban forest through plans and investments.

**7.11.a.** Tree preservation. Require and incent preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.

**7.11.b.** Urban forest diversity. Coordinate plans and investments with efforts to improve tree species diversity and age diversity.

**7.11.c.** Tree canopy. Coordinate plans and investments toward meeting City tree canopy goals.

**7.11.d.** Tree planting. Invest in tree planting and maintenance, especially in low-canopy areas, neighborhoods with under-served or under-represented communities, and within and near urban habitat corridors.

**7.11.e.** Vegetation in natural resource areas. Require native trees and vegetation in significant natural resource areas.

**7.11.f.** Resilient urban forest. Encourage planting of Pacific Northwest hardy and climate change resilient native trees and vegetation generally, and especially in urban habitat corridors.

**7.11.g.** Trees in land use planning. Identify priority areas for tree preservation and planting in land use plans and incent these actions.

**7.11.h.** Managing wildfire risk. Address wildfire hazard risks and management priorities through plans and investments.

**Policy 7.12 Invasive species.** Prevent or reduce the spread of invasive plants, remove infestations, and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education.

**Policy 7.13 Soils.** Coordinate plans and investments with programs that address human induced soil loss, erosion, contamination, or other impairments to soil quality and function.

**Policy 7.14 Natural hazards.** Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.

**Policy 7.15 Brownfield remediation.** Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

**Policy 7.16 Adaptive management.** Evaluate trends in watershed and environmental health, and use current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments.

**Policy 7.17 Restoration partnerships.** Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil and water conservation districts, Sovereign nations, and community organizations and groups including under-served and under-represented communities, to optimize the benefits, distribution, and cost-effectiveness of watershed restoration and enhancement efforts.

**Policy 7.18 Community stewardship.** Encourage voluntary cooperation between property owners, community organizations, and public agencies to restore or re-create habitat on their property, including removing invasive plants and planting native species.

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**157.Finding:** The policies 7.5 through 7.18 do not apply. The minor 2035 TSP Update does not directly address these policies under environmental quality and resilience.

#### Planning for natural resource protection

**Policy 7.19 Natural resource protection.** Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:

- Rivers, streams, sloughs, and drainageways.
- Floodplains.
- Riparian corridors.
- Wetlands.
- Groundwater.
- Native and other beneficial vegetation species and communities.
- Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
- Other resources identified in natural resource inventories.

**Policy 7.20 Natural resource inventory.** Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources.

**Policy 7.21 Environmental plans and regulations.** Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs. See Figure 7-2 — Adopted Environmental Plans.

**7.21.a.** Improve the effectiveness of environmental protection plans and regulations to protect and encourage enhancement of ecological functions and ecosystem services.

**7.21.b.** Prevent or reduce disproportionate environmental impacts on underserved and under-represented communities.

**Policy 7.22 Land acquisition priorities and coordination.** Maintain a land acquisition program as a tool to protect and support natural resources and their functions. Coordinate land acquisition with the programs of City bureaus and other agencies and organizations.

**158.Finding:** The policies 7.19 through 7.22 do not apply because the minor 2035 TSP Update project does not address natural resource protection.

#### Protecting natural resources in development situations

**Policy 7.23 Impact evaluation.** Evaluate the potential adverse impacts of proposed development on significant natural resources, their functions, and the ecosystem services they provide to inform and guide development design and mitigation consistent with policies 7.24-7.26, and other relevant Comprehensive Plan policies.

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**Policy 7.24 Regulatory hierarchy: avoid, minimize, mitigate.** Maintain regulations requiring that the potential adverse impacts of new development on significant natural resources and their functions first be avoided where practicable, then minimized, then lastly, mitigated.

**Policy 7.25 Mitigation effectiveness.** Require that mitigation approaches compensate fully for adverse impacts on locally and regionally significant natural resources and functions. Require mitigation to be located as close to the impact as possible. Mitigation must also take place within the same watershed or portion of the watershed that is within the Portland Urban Services Boundary, unless mitigating outside of these areas will provide a greater local ecological benefit. Mitigation will be subject to the following preference hierarchy:

1. On the site of the resource subject to impact with the same kind of resource; if that is not possible, then
2. Off-site with the same kind of resource; if that is not possible, then
3. On-site with a different kind of resource; if that is not possible, then
4. Off-site with a different kind of resource.

**Policy 7.26 Improving environmental conditions through development.** Encourage ecological site design, site enhancement, or other tools to improve ecological functions and ecosystem services in conjunction with new development and alterations to existing development.

**159.Finding:** The policies 7.23 through 7.26 do not apply because the minor 2035 TSP Update project does not address natural resource impact mitigation and development mitigation.

#### Aggregate resources

**Policy 7.27 Aggregate resource protection.** Protect aggregate resource sites for current and future use where there are no major conflicts with urban needs, or where these conflicts may be resolved.

**Policy 7.28 Aggregate resource development.** When aggregate resources are developed, ensure that development minimizes adverse environmental impacts and impacts on adjacent land uses.

**Policy 7.29 Mining site reclamation.** Ensure that the reclamation of mining sites protects public health and safety, protects fish and wildlife (including at-risk species), enhances or restores habitat (including rare and declining habitat types), restores adequate watershed conditions and functions on the site, and is compatible with the surrounding land uses and conditions of nearby land.

**160.Finding:** The policies 7.27 through 7.29 do not apply because the minor 2035 TSP Update project does not address aggregate resource protection or development.

#### Columbia River Watershed

**Policy 7.30 In-water habitat.** Enhance in-water habitat for native fish and wildlife, particularly in the Oregon Slough and near-shore environments along the Columbia River.

**Policy 7.31 Sensitive habitats.** Enhance grassland, beach, riverbanks, wetlands, bottomland forests, shallow water habitats, and other key habitats for wildlife traveling along the Columbia River migratory corridor, while continuing to manage the levees and floodplain for flood control.

**Policy 7.32 River-dependent and river-related uses.** Maintain plans and regulations that recognize the needs of river-dependent and river-related uses while also supporting ecologically-sensitive site design and practices.

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**161.Finding:** The policies 7.30 through 7.32 do not apply because the 2035 TS Update project does not address standards related to the Columbia River Watershed.

#### Willamette River Watershed

**Policy 7.33 Fish habitat.** Provide adequate intervals of ecologically-functional shallow water habitat for native fish along the entire length of the Willamette River within the city, and at the confluences of its tributaries.

**Policy 7.34 Stream connectivity.** Improve stream connectivity between the Willamette River and its tributaries.

**Policy 7.35 River bank conditions.** Preserve existing river bank habitat and encourage the rehabilitation of river bank sections that have been significantly altered due to development with more fish and wildlife friendly riverbank conditions.

**Policy 7.36 South Reach ecological complex.** Enhance habitat quality and connections between Ross Island, Oaks Bottom, and riverfront parks and natural areas south of the Central City, to enhance the area as a functioning ecological complex.

**Policy 7.37 Contaminated sites.** Promote and support programs that facilitate the cleanup, reuse, and restoration of the Portland Harbor Superfund site and other contaminated upland sites.

**Policy 7.38 Sensitive habitats.** Protect and enhance grasslands, beaches, floodplains, wetlands, remnant native oak, bottomland hardwood forest, and other key habitats for native wildlife including shorebirds, waterfowl, and species that migrate along the Pacific Flyway and the Willamette River corridor.

**Policy 7.39 Riparian corridors.** Increase the width and quality of vegetated riparian buffers along the Willamette River.

**Policy 7.40 Connected upland and river habitats.** Enhance habitat quality and connectivity between the Willamette riverfront, the Willamette's floodplain, and upland natural resource areas.

**Policy 7.41 River-dependent and river-related uses.** Develop and maintain plans and regulations that recognize the needs of river-dependent and river-related uses, while also supporting ecologically-sensitive site design and practices.

**Policy 7.42 Forest Park.** Enhance Forest Park as an anchor habitat and recreational resource.

**162.Finding:** The policies 7.33 through 7.42 do not apply because the minor 2035 TSP Update project does not address standards related to the Willamette River Watershed or Forest Park.

#### Columbia Slough Watershed

**Policy 7.43 Fish passage.** Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.

**Policy 7.44 Flow constriction removal.** Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.

**Policy 7.45 Riparian corridors.** Increase the width, quality, and native plant diversity of vegetated riparian buffers along Columbia Slough channels and other drainageways within the watershed, while also managing the slough for flood control.

**Policy 7.46 Sensitive habitats.** Enhance grasslands and wetland habitats in the Columbia Slough, such as those found in the Smith and Bybee Lakes and at the St. Johns Landfill site, to provide habitat for

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sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.

**Policy 7.47 Connected rivers habitats.** Enhance upland habitat connections to the Willamette and Columbia rivers.

**Policy 7.48 Contaminated sites.** Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of contaminated sites that are adjacent, or that discharge stormwater, to the Columbia Slough.

**Policy 7.49 Portland International Airport.** Protect, restore, and enhance natural resources and functions in the Portland International Airport plan district, as identified in Portland International Airport/Middle Columbia Slough Natural Resources Inventory. Accomplish this through regulations, voluntary strategies, and the implementation of special development standards.

**163.Finding:** The policies 7.43 through 7.49 do not apply because the minor 2035 TSP Update project does not address standards related to the Columbia Slough Watershed.

#### Fanno and Tryon Creek Watersheds

**Policy 7.50 Stream connectivity.** Encourage the daylighting of piped portions of Tryon and Fanno creeks and their tributaries.

**Policy 7.51 Riparian and habitat corridors.** Protect and enhance riparian habitat quality and connectivity along Tryon and Fanno creeks and their tributaries. Enhance connections between riparian areas, parks, anchor habitats, and areas with significant tree canopy. Enhance in-stream and upland habitat connections between Tryon Creek State Natural Area and the Willamette River.

**Policy 7.52 Reduced hazard risks.** Reduce the risks of landslides and streambank erosion by protecting trees and vegetation that absorb stormwater, especially in areas with steep slopes or limited access to stormwater infrastructure.

**164.Finding:** The policies 7.50 through 7.52 do not apply because the minor 2035 TSP Update project does not address standards related to the Fanno and Tryon Creek Watersheds.

#### Johnson Creek Watershed

**Policy 7.53 In-stream and riparian habitat.** Enhance in-stream and riparian habitat and improve fish passage for salmonids along Johnson Creek and its tributaries.

**Policy 7.54 Floodplain restoration.** Enhance Johnson Creek floodplain functions to increase flood-storage capacity, improve water quality, and enhance fish and wildlife habitat.

**Policy 7.55 Connected floodplains, springs, and wetlands.** Enhance hydrologic and habitat connectivity between the Johnson Creek floodplain and its springs and wetlands.

**Policy 7.56 Reduced natural hazards.** Reduce the risks of landslides, streambank erosion and downstream flooding by protecting seeps, springs, trees, vegetation, and soils that absorb stormwater in the East Buttes.

**Policy 7.57 Greenspace network.** Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.

**165.Finding:** The policies 7.53 through 7.57 do not apply because the minor 2035 TSP Update does not address standards related to the Johnson Creek Watershed.



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### Chapter 8: Public Facilities and Services

**Goal 8.A: Quality public facilities and services.** High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

**166.Finding:** The minor 2035 TSP Update meets Goal 8.A. It includes amendments to the major projects list and classifications that support high-quality public facilities and services. New citywide pedestrian classifications provide a framework and direction for a high-quality pedestrian network that is based on equity, safety, and demand. New projects include improved access to transit in infrastructure deficient areas, and enhanced transit to improve reliability and speed of transit.

**Goal 8.B: Multiple benefits.** Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

**167.Finding:** The minor 2035 TSP Update meets Goal 8.B. It includes amendments to the major projects list and classifications that improve equitable service provision, support economic prosperity, and enhance health. New citywide pedestrian classifications provide a framework and direction for a high-quality pedestrian network that is based on equity, safety, and demand. New projects include improved access to transit in infrastructure deficient areas, and enhanced transit to improve reliability and speed of transit. It supports a multimodal transportation system where people can access key destinations and economic opportunities through active transportation.

**Goal 8.C: Reliability and resiliency.** Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.

**168.Finding:** The minor 2035 TSP Update meets Goal 8.C. It includes amendments to the major projects list, policies, and classifications that support a transportation system that has built in redundancies in the event of disasters. It supports a multimodal transportation system where people can access key destinations and economic opportunities through active transportation, a key strategy in disaster recovery. It also amends policies to support New Mobility and technology to equitably serve Portlanders.

**Goal 8.D: Public rights-of-way.** Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.

**169.Finding:** The minor 2035 TSP Update meets Goal 8.D. It includes amendments to the major projects list, policies, and classifications that support a transportation system that is multi-purpose, connected, safe, and healthy. Amendments include projects that improve access to transit, pedestrian classifications that guide investments based on safety, equity, and demand, and policies that address the role of emerging technologies in public rights-of-way

**Goal 8.E: Sanitary and stormwater systems.** Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.

**Goal 8.F: Flood management.** Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.

**Goal 8.G: Water.** Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.

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**170.Finding:** Goals 8.E through 8.G do not apply because the minor 2035 TSP Update does not address sanitary and stormwater systems, flood management, and water.

**Goal 8.H: Parks, natural areas, and recreation.** All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

**171.Finding:** The minor 2035 TSP Update meets Goal 8.H. It includes amendments to policies, projects, and classifications that support a multimodal transportation system where people can access key destinations including parks, natural areas, and recreation opportunities.

**Goal 8.I: Public safety and emergency response.** Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.

**172.Finding:** The minor 2035 TSP Update meets Goal 8.I. It includes one minor amendment to the TSP's existing Emergency Response Classifications. This amendment was coordinated with the City of Portland's Fire Bureau.

**Goal 8.J: Solid waste management.** Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.

**Goal 8.K: School facilities.** Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.

**Goal 8.L: Technology and communications.** All Portland residences, businesses, and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

**Goal 8.M: Energy infrastructure and services.** Residents, businesses, and institutions are served by reliable energy infrastructure that provides efficient, low-carbon, affordable energy through decision-making based on integrated resource planning.

**173.Finding:** Goals 8.J through 8.M do not apply because the minor 2035 TSP Update does not address solid waste management, school facilities, technology and communications, and energy infrastructure and services.

#### Service provision and urbanization

**Policy 8.1 Urban services boundary.** Maintain an Urban Services Boundary for the City of Portland that is consistent with the regional urban growth policy, in cooperation with neighboring jurisdictions. The Urban Services Boundary is shown on the Comprehensive Plan Map.

**Policy 8.2 Rural, urbanizable, and urban public facility needs.** Recognize the different public facility needs in rural, urbanizable and urban land as defined by the Regional Urban Growth Boundary, the City Urban Services Boundary, and the City Boundaries of Municipal Incorporation. See Figure 8-1 — Urban, Urbanizable, and Rural Lands.

**Policy 8.3 Urban service delivery.** Provide the following public facilities and services at urban levels of service to urban lands within the City's boundaries of incorporation:

- Public rights-of-way, streets, and public trails

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- Sanitary sewers and wastewater treatment
- Stormwater management and conveyance
- Flood management
- Protection of the waterways of the state
- Water supply
- Police, fire, and emergency response
- Parks, natural areas, and recreation
- Solid waste regulation

**Policy 8.4 Supporting facilities and systems.** Maintain supporting facilities and systems, including public buildings, technology, fleet, and internal service infrastructure, to enable the provision of public facilities and services.

**Policy 8.5 Planning service delivery.** Provide planning, zoning, building, and subdivision control services within the boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City's Urban Services Boundary.

**174.Finding:** The policies 8.1 through 8.5 do not apply because the minor 2035 TSP Update projects does not address service delivery.

### Service Coordination

**Policy 8.6 Interagency coordination.** Maintain interagency coordination agreements with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland's Urban Services Boundary to ensure effective and efficient service delivery. See Policy 8.3 for the list of services included. Such jurisdictions and agencies include, but may not be limited to:

- Multnomah County for transportation facilities and public safety.
- State of Oregon for transportation and parks facilities and services.
- TriMet for public transit facilities and services.
- Port of Portland for air and marine facilities and services.
- Metro for regional parks and natural areas, and for solid waste, composting, and recycling facilities and transfer stations.
- Gresham, Milwaukie, Clackamas County Service District #1, and Clean Water Services for sanitary sewer conveyance and treatment.
- Multnomah County Drainage District No. 1, Peninsula Drainage District No 1, and Peninsula Drainage District No. 2 for stormwater management and conveyance, and for flood mitigation, protection, and control.
- Rockwood People's Utility District; Sunrise Water Authority; and the Burlington, Tualatin Valley, Valley View, West Slope, Palatine Hill, Alto Park, and Clackamas River Water Districts for water distribution.
- Portland Public Schools and the David Douglas, Parkrose, Reynolds, Centennial, and Riverdale school districts for public education, park, trail, and recreational facilities.

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**Policy 8.7 Outside contracts.** Coordinate with jurisdictions and agencies outside of Portland where the City provides services under agreement.

**175.Finding:** The policies 8.6 and 8.7 do not apply because the minor 2035 TSP Update project does not address or make additional interagency agreements or contracts.

**Policy 8.8 Public service coordination.** Coordinate with the planning efforts of agencies providing public education, public health services, community centers, urban forest management, library services, justice services, energy, and technology and communications services.

**Policy 8.9 Internal coordination.** Coordinate planning and provision of public facilities and services, including land acquisition, among City agencies, including internal service bureaus.

**176.Finding:** The minor 2035 TSP Update project meets policy 8.8 and 8.9. During the development of amendments to projects, policies, and classifications, staff coordinated with the various agencies as well as public stakeholders that visit these public facilities

**Policy 8.10 Co-location.** Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and access for historically under-represented and under-served communities.

**177.Finding:** The policy 8.10 does not apply because the minor 2035 TSP Update project does not address co-locating public facilities or services.

#### Service extension

**Policy 8.11 Annexation.** Require annexation of unincorporated urbanizable areas within the City's Urban Services Boundary as a prerequisite to receive urban services.

**Policy 8.12 Feasibility of service.** Evaluate the physical feasibility and cost-effectiveness of extending urban public services to candidate annexation areas to ensure sensible investment and to set reasonable expectations.

**Policy 8.13 Orderly service extension.** Establish or improve urban public services in newly-annexed areas to serve designated land uses at established levels of service, as funds are available and as responsible engineering practice allows.

**Policy 8.14 Coordination of service extension.** Coordinate provision of urban public services to newly-annexed areas so that provision of any given service does not stimulate development that significantly hinders the City's ability to provide other urban services at uniform levels.

**Policy 8.15 Services to unincorporated urban pockets.** Plan for future delivery of urban services to urbanizable areas that are within the Urban Services Boundary but outside the city limits.

**Policy 8.16 Orderly urbanization.** Coordinate with counties, neighboring jurisdictions, and other special districts to ensure consistent management of annexation requests, and to establish rational and orderly process of urbanization that maximize efficient use of public funds.

**Policy 8.17 Services outside the city limits.** Prohibit City provision of new urban services, or expansion of the capacity of existing services, in areas outside city limits, except in cases where the City has agreements or contracts in place.

**Policy 8.18 Service district expansion.** Prohibit service district expansion or creation within the City's Urban Services Boundary without the City's expressed consent.

**Policy 8.19 Rural service delivery.** Provide the public facilities and services identified in Policy 8.3 in rural areas only at levels necessary to support designated rural residential land uses and protect public

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health and safety. Prohibit sanitary sewer extensions into rural land and limit other urban services.

**178.Finding:** The policies 8.11 through 8.19 do not apply because the minor 2035 TSP Update project does not address standards related to service extension.

#### Public investment

**Policy 8.20 Regulatory compliance.** Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.

**179.Finding:** Policy 8.20 do not apply because the minor 2035 TSP Update project does not address regulatory compliance for public facilities and services.

**Policy 8.21 System capacity.** Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

**180.Finding:** The minor 2035 TSP Update project meets policy 8.21. Amendments to policies, projects, and classifications support a multimodal transportation system that connects people with destinations. New pedestrian classifications include pedestrian districts that are the same geographic boundary as the centers defined in the 2035 Comprehensive Plan. This designation provides direction to provide pedestrian facilities that support land use patterns, densities, and anticipated residential and employment growth. Additionally, new projects added to the major projects list were evaluated on neighborhood access and opportunity access with the 2035 Comprehensive Plan Centers and Corridors and Buildable Lands Inventory as inputs.

**Policy 8.22 Equitable service.** Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.

**8.22.a.** In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

**8.22.b.** In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

**8.22.c.** In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

**8.22.d.** In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

**181.Finding:** The minor 2035 TSP Update project meets policy 8.22. Amendments to policies, projects, and classifications support a multimodal transportation system that connects people with destinations. The new citywide pedestrian classifications are based on safety, equity, and demand, and provide policy guidance on how and where to invest in pedestrian infrastructure improvement. New projects include investments in access to transit in areas that have been identified as infrastructure deficient, as well the enhancement of transit by improving service speeds and reliability.

**Policy 8.23 Asset management.** Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve

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scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

**Policy 8.24 Risk management.** Maintain and improve Portland’s public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

**Policy 8.25 Critical infrastructure.** Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.

**Policy 8.26 Capital programming.** Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

**182.Finding:** The policies 8.23 through 8.26 do not apply because the minor 2035 TSP Update project does not address asset management, risk management, and critical infrastructure. It does not update the capital improvement program.

#### Funding

**Policy 8.27 Cost-effectiveness.** Establish, improve, and maintain the public facilities necessary to serve designated land uses in ways that cost-effectively provide desired levels of service, consider facilities’ lifecycle costs, and maintain the City’s long-term financial sustainability.

**Policy 8.28 Shared costs.** Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services.

**Policy 8.29 System development.** Require private or public entities whose prospective development or redevelopment actions contribute to the need for public facility improvements, extensions, or construction to bear a proportional share of the costs.

**Policy 8.30 Partnerships.** Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as appropriate.

**183.Finding:** The policies 8.27 through 8.30 do not apply because the minor 2035 TSP Update project does not address the cost-effectiveness, shared costs, system development, and partnerships of public facilities.

#### Public benefits

**Policy 8.31 Application of Guiding Principles.** Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan.

**Policy 8.32 Community benefits.** Encourage providing additional community benefits with large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.

**Policy 8.33 Community knowledge and experience.** Encourage public engagement processes and strategies for large public facility projects to include community members in identifying potential impacts, mitigation measures, and community benefits.

**Policy 8.34 Resource efficiency.** Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses to meet adopted City goals and targets.

**Policy 8.35 Natural systems.** Protect, enhance, and restore natural systems and features for their infrastructure service and other values.

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**Policy 8.36 Context-sensitive infrastructure.** Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context.

**Policy 8.37 Site- and area-specific needs.** Allow for site- and area-specific public facility standards, requirements, tools, and policies as needed to address distinct topographical, geologic, environmental, and other conditions.

**Policy 8.38 Age-friendly public facilities.** Promote public facility designs that make Portland more age-friendly.

**184.Finding:** The policies 8.31 through 8.38 do not apply because the minor 2035 TSP Update project does not impose public facility or public right-of-way requirements.

#### Public rights-of-way

**Policy 8.39 Interconnected network.** Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city.

**185.Finding:** The minor 2035 TSP Update project meets policy 8.39. It includes amendments to projects, classifications, and policies that support a safe and connected transportation system that equitably provides infrastructure services throughout the city. This includes new citywide pedestrian classifications and major projects that improve the multimodal transportation network.

**Policy 8.40 Transportation function.** Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification.

**186.Finding:** The minor 2035 TSP Update project meets policy 8.40. It includes amendments to designated street classifications that are used to guide multimodal transportation mobility and access to goods and services.

**Policy 8.41 Utility function.** Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate.

**Policy 8.42 Stormwater management function.** Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and environmental objectives.

**Policy 8.43 Trees in rights-of-way.** Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.

**Policy 8.44 Community uses.** Allow community use of rights-of-way for purposes such as public gathering space, events, food production, or temporary festivals, as long as the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.

**Policy 8.45 Pedestrian amenities.** Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right of way. Policy 8.46 Commercial uses. Accommodate allowable commercial uses of the rights-of-way for the purpose of enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way. Restrict the size of signage in the right-of-way.

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**Policy 8.47 Flexible design.** Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

**8.47.a.** Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland’s Pedestrian Design Guide, Bicycle Master Plan- Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways.

**Policy 8.48 Corridors and City Greenways.** Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors. Corridor and City Greenway goals and policies are listed in Chapter 3: Urban Form.

**Policy 8.49 Coordination.** Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners.

**8.49.a.** Coordination efforts should include the public facilities necessary to support the uses and functions of rights-of-way, as established in policies 8.40 to 8.46.

**8.49.b.** Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability.

**Policy 8.50 Undergrounding.** Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in centers and along Civic Corridors.

**Policy 8.51 Right-of-way vacations.** Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in policies 8.40 to 8.46.

**Policy 8.52 Rail rights-of-way.** Preserve existing and abandoned rail rights-of-way for future rail or public trail uses.

**187.Finding:** The policies 8.41 through 8.52 do not apply because the minor 2035 TSP Update project does not directly address the design of public right-of-way requirements.

#### Trails

**Policy 8.53 Public trails.** Establish, improve, and maintain a citywide system of local and regional public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.

**188.Finding:** The minor 2035 TSP Update project meets policy 8.53. The new citywide pedestrian classifications include public trails that are part of the larger transportation network.

**Policy 8.54 Trail system connectivity.** Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland’s neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other key places that Portlanders access in their daily lives.

**Policy 8.55 Trail coordination.** Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners.



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**Policy 8.56 Trail diversity.** Allow a variety of trail types to reflect a trail's transportation and recreation roles, requirements, and physical context.

**Policy 8.57 Public access requirements.** Require public access and improvement of Major Public Trails as shown in Figure 8-2 — Major Public Trails. Major Public Trails include regional trails and other significant trail connections that provide for the movement of pedestrians, cyclists, and other users for recreation and transportation purposes.

**Policy 8.58 Trail and City Greenway coordination.** Coordinate the planning and improvement of trails as part of the City Greenways system. See Chapter 3: Urban Form for additional policies related to City Greenways.

**Policy 8.59 Trail and Habitat Corridor coordination.** Coordinate the planning and improvement of trails with the establishment, enhancement, preservation, and access to habitat corridors. See Chapter 3: Urban Form for additional policies related to Habitat Corridors.

**Policy 8.60 Intertwine coordination.** Coordinate with the Intertwine Alliance and its partners, including local and regional parks providers, to integrate Portland's trail and active transportation network with the bi-state regional trail system.

**189.Finding:** The policies 8.54 through 8.60 do not apply because the minor 2035 TSP Update project does not address standards related to trails.

#### Sanitary system

**Policy 8.61 Sewer connections.** Require all developments within the city limits to be connected to sanitary sewers unless the public sanitary system is not physically or legally available per City Code and state requirements; or the existing onsite septic system is functioning properly without failure or complaints per City Code and state requirements; and the system has all necessary state and county permits.

**Policy 8.62 Combined sewer overflows.** Provide adequate public facilities to limit combined sewer overflows to frequencies established by regulatory permits.

**Policy 8.63 Sanitary sewer overflows.** Provide adequate public facilities to prevent sewage releases to surface waters as consistent with regulatory permits.

**Policy 8.64 Private sewage treatment systems.** Adopt land use regulations that require any proposed private sewage treatment system to demonstrate that all necessary state and county permits are obtained. **Policy 8.65 Sewer extensions.** Prioritize sewer system extensions to areas that are already developed at urban densities and where health hazards exist.

**Policy 8.66 Pollution prevention.** Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system.

**Policy 8.67 Treatment.** Provide adequate wastewater treatment facilities to ensure compliance with effluent standards established in regulatory permits.

**190.Finding:** The policies 8.61 through 8.67 do not apply because the minor 2035 TSP Update does not address standards related to sanitary systems.

#### Stormwater system

**Policy 8.68 Stormwater facilities.** Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.

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**Policy 8.69 Stormwater as a resource.** Manage stormwater as a resource for watershed health and public use in ways that protect and restore the natural hydrology, water quality, and habitat of Portland's watersheds.

**Policy 8.70 Natural systems.** Protect and enhance the stormwater management capacity of natural resources such as rivers, streams, creeks, drainageways, wetlands, and floodplains.

**Policy 8.71 Green infrastructure.** Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.

**Policy 8.72 Stormwater discharge.** Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.

**Policy 8.73 On-site stormwater management.** Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments.

**Policy 8.74 Pollution prevention.** Coordinate policies, programs, and investments with partners to prevent pollutants from entering the stormwater system by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

**Policy 8.75 Stormwater partnerships.** Provide stormwater management through coordinated public and private facilities, public-private partnerships, and community stewardship.

**191.Finding:** The policies 8.68 through 8.75 do not apply because the minor 2035 TSP Update project does not address standards related to stormwater systems in Portland.

#### Flood management

**Policy 8.76 Flood management.** Improve and maintain the functions of natural and managed drainageways, wetlands, and floodplains to protect health, safety, and property, provide water conveyance and storage, improve water quality, and maintain and enhance fish and wildlife habitat.

**Policy 8.77 Floodplain management.** Manage floodplains to protect and restore associated natural resources and functions and to minimize the risks to life and property from flooding.

**Policy 8.78 Floodplain management facilities.** Establish, improve, and maintain flood management facilities to serve designated land uses through planning, investment and regulatory requirements.

**Policy 8.79 Drainage district coordination.** Coordinate with drainage districts that provide stormwater management, conveyance, and flood mitigation, protection, and control services within the City's Urban Services Boundary.

**Policy 8.80 Levee coordination.** Coordinate plans and investments with special districts and agencies responsible for managing and maintaining certification of levees along the Columbia River.

**192.Finding:** The policies 8.76 through 8.80 do not apply because the minor 2035 TSP Update project does not address standards related to flood management.

#### Water systems

**Policy 8.81 Primary supply source.** Protect the Bull Run watershed as the primary water supply source for Portland.

**Policy 8.82 Bull Run protection.** Maintain a source-protection program and practices to safeguard the Bull Run watershed as a drinking water supply.

**Policy 8.83 Secondary supply sources.** Protect, improve, and maintain the Columbia South Shore

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wellfield groundwater system, the Powell Valley wellfield groundwater system, and any other alternative water sources designated as secondary water supplies.

**Policy 8.84 Groundwater wellfield protection.** Maintain a groundwater protection program and practices to safeguard the Columbia South Shore wellfield and the Powell Valley wellfield as drinking water supplies.

**Policy 8.85 Water quality.** Maintain compliance with state and federal drinking water quality regulations.

**Policy 8.86 Storage.** Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability.

**Policy 8.87 Fire protection.** Provide adequate water facilities to serve the fire protection needs of all Portlanders and businesses.

**Policy 8.88 Water pressure.** Provide adequate water facilities to maintain water pressure in order to protect water quality and provide for the needs of customers.

**Policy 8.89 Water efficiency.** Reduce the need for additional water facility capacity and maintain compliance with state water resource regulations by encouraging efficient use of water by customers within the city.

**Policy 8.90 Service interruptions.** Maintain and improve water facilities to limit interruptions in water service to customers.

**Policy 8.91 Outside user contracts.** Coordinate long-term water supply planning and delivery with outside-city water purveyors through long-term wholesale contracts.

**193.Finding:** The policies 8.81 through 8.91 do not apply because the minor 2035 TSP Update project does not address standards related to water systems in Portland.

### Parks and recreation

**Policy 8.92 Acquisition, development, and maintenance.** Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

**Policy 8.93 Service equity.** Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

**Policy 8.94 Capital programming.** Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.

**Policy 8.95 Park planning.** Improve parks, recreational facilities, natural areas, and the urban forest in accordance with relevant master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input. Consider developing master or management plans for properties that lack guiding plans or strategies.

**Policy 8.96 Recreational trails.** Establish, improve, and maintain a complete and connected system of Major Public Trails that provide recreational opportunities and that can serve transportation functions consistent with policies 8.53 through 8.60 and other City trail policies and plans.

**Policy 8.97 Natural resources.** Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area

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acquisition and restoration strategies, and to provide compatible public access.

**Policy 8.98 Urban forest management.** Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation. See also Policy 7.10. Policy 8.99 Recreational facilities. Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

**Policy 8.100 Self-sustaining Portland International Raceway (PIR).** Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.

**Policy 8.101 Self-sustaining and inclusive golf facilities.** Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.

**Policy 8.102 Specialized recreational facilities.** Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.

**Policy 8.103 Public-private partnerships.** Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

**194.Finding:** The policies 8.92 through 8.103 do not apply because the minor 2035 TSP Update does not address standards related to parks and recreation facilities.

#### Public safety and emergency response

**Policy 8.104 Emergency preparedness, response, and recovery coordination.** Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.

**Finding:** The minor 2035 TSP Update meets policy 8.104. It includes one minor amendment to the TSP's existing Emergency Response Classifications. This amendment was coordinated with the City of Portland's Fire Bureau.

**Policy 8.105 Emergency management facilities.** Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.

**Policy 8.106 Police facilities.** Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.

**Policy 8.107 Community safety centers.** Establish, coordinate, and co-locate public safety and other community services in centers.

**Policy 8.108 Fire facilities.** Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds minimum established service levels.

**Policy 8.109 Mutual aid.** Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.

**Policy 8.110 Community preparedness.** Enhance community preparedness and capacity to prevent,

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withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.

**Policy 8.111 Continuity of operations.** Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.

**195.Finding:** The policies 8.105 through 8.111 do not apply because the minor 2035 TSP Update does not address standards related to coordination of emergency preparedness in Portland.

#### Solid waste management

**Policy 8.112 Waste management.** Ensure land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively and prioritize waste management in the following order: waste reduction, recycling, anaerobic digestion, composting, energy recovery, and then landfill.

**196.Finding:** Policy 8.112 does not apply because the minor 2035 TSP Update project does not address solid waste management.

#### School facilities

**Policy 8.113 School district capacity.** Consider the overall enrollment capacity of a school district – as defined in an adopted school facility plan that meets the requirements of Oregon Revised Statute 195 – as a factor in land use decisions that increase capacity for residential development.

**Policy 8.114 Facilities planning.** Facilitate coordinated planning among school districts and City bureaus, including Portland Parks and Recreation, to accommodate school site/facility needs in response to most up-to-date growth forecasts.

**Policy 8.115 Co-location.** Encourage public school districts, Multnomah County, the City of Portland, and other providers to co-locate facilities and programs in ways that optimize service provision and intergenerational and intercultural use.

**197.Finding:** Policies 8.113 through 8.115 do not apply because the minor 2035 TSP Update project does not address co-location of school facilities for intergenerational and intercultural use.

**Policy 8.116 Community use.** Encourage public use of public school grounds for community purposes while meeting educational and student safety needs and balancing impacts on surrounding neighborhoods.

**Policy 8.117 Recreational use.** Encourage publicly-available recreational amenities (e.g. athletic fields, green spaces, community gardens, and playgrounds) on public school grounds for public recreational use, particularly in neighborhoods with limited access to parks.

**Policy 8.118 Schools as emergency aid centers.** Encourage the use of seismically-safe school facilities as gathering and aid-distribution locations during natural disasters and other emergencies.

**Policy 8.119 Facility adaptability.** Ensure that public schools may be upgraded to flexibly accommodate multiple community-serving uses and adapt to changes in educational approaches, technology, and student needs over time.

**Policy 8.120 Leverage public investment.** Encourage City public facility investments that complement and leverage local public school districts' major capital investments.

**Policy 8.121 School access.** Encourage public school districts to consider the ability of students to safely walk and bike to school when making decisions about the site locations and attendance

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boundaries of schools.

**Policy 8.122 Private institutions.** Encourage collaboration with private schools and educational institutions to support community and recreational use of their facilities.

**198.Finding:** Policies 8.113 through 8.122 do not apply because the minor 2035 TSP Update project does not address school facilities.

### Technology and communications

**Policy 8.123 Technology and communication systems.** Maintain and enhance the City's technology and communication facilities to ensure public safety, facilitate access to information, and maintain City operations.

**Policy 8.124 Equity, capacity, and reliability.** Encourage plans and investments in technology and communication infrastructure to ensure access in all areas of the city, reduce disparities in capacity, and affordability, and to provide innovative high-performance, reliable service for Portland's residents and businesses.

**199.Finding:** The policies 8.123 and 8.124 do not apply because the minor 2035 TSP Update does not address technology and communication systems.

### Energy infrastructure

**Policy 8.125 Energy efficiency.** Promote efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources, district energy systems, and distributed generation, through land use plans, zoning, and other legislative land use decisions.

**Policy 8.126 Coordination.** Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland residents and businesses.

**200.Finding:** The policies 8.125 and 8.126 do not apply because the minor 2035 TSP Update project does not directly address energy generation or infrastructure.

### Chapter 9 Transportation

**GOAL 9.A: Safety.** Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system.

**201.Finding:** The minor 2035 TSP Update meets Goal 9.A. Amendments to policies, classifications, and projects support a safe, connected multimodal transportation system. New citywide pedestrian classifications were developed using safety, equity, and demand as criteria. New projects are added to the major projects list to address safety and access to transit.

**Goal 9.B: Multiple goals.** Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

**202.Finding:** The minor 2035 TSP Update meets Goal 9.B. Amendments to policies, classifications, and projects support multiple goals and provide direction for a safe, interconnected, multimodal transportation system.

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**GOAL 9.C: Great places.** Portland’s transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

**203.Finding:** The minor 2035 TSP Update meets Goal 9.C. Amendments to classifications, projects, and policies support a multimodal transportation network that provides transportation options for people to travel to and from key destinations such as town centers, neighborhoods centers, and civic corridors.

**GOAL 9.D: Environmentally sustainable.** The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders’ reliance on private vehicles.

**204.Finding:** The minor 2035 TSP Update meets Goal 9.D. Amendments to classifications, projects, and policies support a multimodal transportation network that is less reliant on private automobiles. Amendments include new citywide pedestrian classifications to support trips made on foot or by wheels, and new projects that improve access to transit and the speed and reliability of transit. These are key strategies in reducing carbon emissions, air and water pollution, noise, and Portlanders’ reliance on private vehicles.

**GOAL 9.E: Equitable transportation.** The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

**205.Finding: Finding:** The minor 2035 TSP Update meets Goal 9.E. Amendments to classifications, projects, and policies support a multimodal transportation network that provides transportation options for people to travel to and from key destinations such as town centers, neighborhoods centers, and civic corridors. Analysis of equity was included in the development of new citywide pedestrian classifications, as well as projects that are added to the major projects list.

**GOAL 9.F: Positive health outcomes.** The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

**206. Finding: Finding:** The minor 2035 TSP Update meets Goal 9.F. Amendments to classifications, projects, and policies support a multimodal transportation network that provides transportation options for people to travel to and from key destinations such as town centers, neighborhoods centers, and civic corridors by using active transportation. Regular physical activity, including the use of active transportation, helps improve overall health and fitness and reduces risk for many chronic diseases.

**GOAL 9.G: Opportunities for prosperity.** The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland’s role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

**207.Finding:** The minor 2035 TSP Update project meets Goal 9.G by supporting low-cost, low-carbon transportation options for all Portlanders to a variety of destinations, including employment areas

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and educational institutions. Transportation is the second highest household cost and owning a car can cost a family approximately \$8,500 a year. The project supports low-cost, active transportation options which can provide tangible economic benefits to individuals and households across Portland.

#### Designing and planning

**Policy 9.1. Street design classifications.** Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations.

**208.Finding:** The minor 2035 TSP Update project meets policy 9.1. It amends street design classifications on two street segments to be consistent with land use and Urban Framework designations. It maintains all other street design classifications that were adopted as part of the 2035 Comprehensive Plan update.

**Policy 9.2. Street policy classifications.** Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements.

**9.2.a.** Designate district classifications that emphasize freight mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

**9.2.b.** Designate district classifications that give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, neighborhood centers, and transit station areas.

**9.2.c.** Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

**209.Finding:** The minor 2035 TSP Update meets policy 9.2. It implements new citywide pedestrian classifications and pedestrian districts, updates bicycle classifications on selected street segments to maintain consistency with the Regional Transportation Plan, and corrects for mapping errors for bicycle, emergency response, and design classifications.

**Policy 9.3. Transportation System Plan.** Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation-related projects, policies, programs, and street design.

**210.Finding:** The minor 2035 TSP Update meets policy 9.3 by maintaining the TSP to reflect refinement planning including PedPDX, The Growing Transit Communities Plan, and The Enhanced Transit Corridors Plan. It maintains consistency with the Regional Transportation Plan, which was updated in December 2018.

**Policy 9.4. Use of classifications.** Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan.

**9.4.a.** Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

**211.Finding:** This minor 2035 TSP Update supports policy 9.4. It implements new citywide pedestrian classifications and pedestrian districts, updates bicycle classifications on selected street segments



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to maintain consistency with the Regional Transportation Plan, and corrects for mapping errors for bicycle, emergency response, and design classifications.

**Policy 9.5. Mode share goals and Vehicle Miles Traveled (VMT) reduction.** Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan, and meet or exceed Metro’s mode share and VMT targets.

**212.Finding:** The minor 2035 TSP Update supports policy 9.5. While it does not amend existing mode share VMT reduction goals, it does amend pedestrian classifications to facilitate walking trips and it does add new projects to the major projects list that address access to transit, as well as speed and reliability of transit. The amendments support the mode share and VMT reduction goals that are the foundation of the 2035 TSP.

**Policy 9.6. Transportation strategy for people movement.** Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a prioritization of modes for people movement by making transportation system decisions per the following ordered list:

1. Walking
2. Bicycling
3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles

When implementing this prioritization ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users.
- All users’ needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

**213.Finding:** The minor 2035 TSP Update supports policy 9.6. Amendments include new citywide pedestrian classifications that provide guidance for investment in the mode listed on top of the prioritized list. It additionally includes new projects that prioritize walking, bicycling, and transit.

**Policy 9.7. Moving goods and delivering services.** In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs.

**214.Finding:** Policy 9.7 does not apply because the minor 2035 TSP Update project does not directly address policies or standards for prioritizing freight or improving freight reliability. Existing TSP policies, classifications, and projects related to the freight system are not modified.

**Policy 9.8. Affordability.** Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have

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traditionally been under-served or under-represented or have historically borne unequal burdens.

**215.Finding:** The minor 2035 TSP Update meets policy 9.8. It includes amendments to policies, projects, and classifications that support a multimodal transportation system that provides Portlanders with transportation options to meet their daily needs. New projects and classifications were evaluated for equity impacts and determines to positively support under-served and under-represented communities.

**Policy 9.9. Accessible and age-friendly transportation system.** Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

**216.Finding:** The minor 2035 TSP Update meets policy 9.9. The amendments include new projects that improve access and accessibility to transit, as well as policies that address accessibility and age-friendly needs with New Mobility vehicles and services.

**Policy 9.10. Geographic policies.** Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

**9.10.a.** Refer to adopted area plans for additional applicable geographic objectives related to transportation. Land use, development, and placemaking

**217.Finding:** Policy 9.10 does not apply because the minor 2035 TSP Update project does not directly address geographic policies. Existing TSP geographic policies are not modified.

#### Land use, development, and placemaking

**Policy 9.11. Land use and transportation coordination.** Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

**218.Finding:** The minor 2035 TSP Update meets policy 9.11. Amendments to pedestrian, bicycle, street design, and emergency response classifications have been made through coordination with land use planning. Amendments such as new pedestrian districts that are the same geographic boundaries as the designated centers in the 2035 Comprehensive Plan support the implementation of the Comprehensive Plan Map and Urban Design Framework.

**Policy 9.12. Growth strategy.** Use street design and policy classifications to support Goals 3A-3G in Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways.

**219.Finding:** The minor 2035 TSP Update meets policy 9.12. Amendments to pedestrian, bicycle, street design, and emergency response classifications have been made through coordination with land use planning and are consistent with Chapter 3: Urban Form. Amendments such as new pedestrian districts that are the same geographic boundaries as the designated centers in the 2035 Comprehensive Plan support the implementation of the Comprehensive Plan Map and Urban Design Framework.

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**Policy 9.13. Development and street design.** Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets.

**220.Finding:** The minor 2035 TSP Update meets policy 9.13. Amendments to pedestrian, bicycle, street design, and emergency response classifications have been made through coordination with land use planning. Classifications provide guidance for different types of streets.

#### Streets as public spaces

**Policy 9.14. Streets for transportation and public spaces.** Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

**Policy 9.15. Repurposing street space.** Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

**Policy 9.16. Design with nature.** Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees.

**221.Finding:** The policies 9.14 through 9.16 do not apply because the minor 2035 TSP Update does not address placemaking elements. Existing placemaking policies and projects are not modified.

#### Modal policies

**Policy 9.17. Pedestrian transportation.** Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit.

**Policy 9.18. Pedestrian networks.** Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

**Policy 9.19. Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

**222.Finding:** The policies 9.17 through 9.19 are met by the minor 2035 TSP Update. The project includes amendments to the citywide pedestrian classifications and descriptions. The amendments are recommendations from the City Council-adopted Pedestrian Master Plan, PedPDX.

**Policy 9.20. Bicycle transportation.** Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

**Policy 9.21. Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

**223.Finding:** The minor 2035 TSP Update meets policies 9.20 and 9.21. It includes classification changes on existing bikeways to reflect their current and future use. It also corrects for bicycle classification mapping errors to reflect current and future use. These changes support the further development of a bicycle network that is safe, comfortable, and accessible to people of all ages and abilities.

**Policy 9.22. Public transportation.** Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling.

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**224.Finding:** The minor 2035 TSP Update meets policy 9.22. It amends the policy to clarify trip distance in relation to walking and bicycling. This amendment supports transit for trips that are 3 miles or longer, or shorter trips not made by walking and bicycling. The amendments also include new projects that enhance transit by improving roadway management to increase speed and reliability of transit. These recommendations come from the City Council adopted The Enhanced Transit Corridors Plan.

**Policy 9.23. Transportation to job centers.** Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers.

**225.Finding:** The minor 2035 TSP Update meets policy 9.23. The amendments also include new projects that enhance transit by improving roadway management to increase speed and reliability of transit to and from Central City and other regional job centers. These recommendations come from the City Council adopted The Enhanced Transit Corridors Plan.

**Policy 9.24. Transit service.** In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a week.

**226.Finding:** The minor 2035 TSP Update meets policy 9.24. It includes new projects that enhance transit by improving roadway management to increase speed and reliability of transit. These recommendations come from the City Council adopted The Enhanced Transit Corridors Plan.

**Policy 9.25. Transit equity.** In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

**9.25.a.** Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

**227.Finding:** The minor 2035 TSP Update meets policy 9.25. The amendments include new projects that enhance transit by improving roadway management to increase speed and reliability of transit to and from centers. In evaluating these projects, an equity framework was applied and showed that the amendments improved transit opportunities in historically under-served and under-represented communities. These recommendations come from the City Council adopted The Enhanced Transit Corridors Plan.

**Policy 9.26. Transit funding.** Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising metro-wide funding to improve service and decrease user fees/fares.

**228.Finding:** Policy 9.26 does not apply because the minor 2035 TSP Update project does not address funding for transit service or transit service line investment.

**Policy 9.27. Transit service to centers and corridors.** Use transit investments to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth.

**9.27.a.** Locate major park-and-ride lots only where transit ridership is increased significantly,

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vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

**229.Finding:** The minor 2035 TSP Update meets policy 9.27. The amendments also include new projects that enhance transit by improving roadway management to increase speed and reliability of transit to and from Central City, corridors, and other regional job centers. These recommendations come from the City Council adopted The Enhanced Transit Corridors Plan.

**Policy 9.28. Intercity passenger service.** Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to Seattle and Vancouver, BC.

**Policy 9.29. Regional trafficways and transitways.** Maintain capacity of regional transitways and existing regional trafficways to accommodate through-traffic.

**230.Finding:** Policies 9.28 and 9.29 do not apply because the minor 2035 TSP Update project does not address intercity passenger service and regional trafficways and transitways. Existing policies and projects related to these policies are not modified.

**Policy 9.30. Multimodal goods movement.** Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the city.

**Policy 9.31. Economic development and industrial lands.** Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment.

**Policy 9.32. Multimodal system and hub.** Maintain Portland's role as a multimodal hub for global and regional movement of goods. Enhance Portland's network of multimodal freight corridors.

**Policy 9.33. Freight network.** Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems. Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.

**Policy 9.34. Sustainable freight system.** Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses.

**Policy 9.35. Freight rail network.** Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network.

**231.Finding:** The policies 9.30 through 9.35 do not apply because the minor 2035 TSP Update project does not directly address policies or standards related to the freight network. Existing policies related to freight are not modified.

**Policy 9.37. Portland Heliport.** Maintain Portland's Heliport functionality in the Central City.

**232.Finding:** Policy 9.37 does not apply because the minor 2035 TSP Update project does not directly address policies or standards related to the Heliport functionality.

**Policy 9.38. Automobile transportation.** Maintain acceptable levels of mobility and access for private

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automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health.

**233.Finding:** The minor 2035 TSP Update meets policy 9.38. The amendments support a multimodal transportation system including mobility and access for private automobiles. Amendments to policies, projects, and classifications provide direction for increased transportation options that can reduce overall VMT and the negative impacts of private automobiles on the environment and human health.

**Policy 9.39. Automobile efficiency.** Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

**234.Finding:** Policy 9.39 does not apply because the minor 2035 TSP Update project does not directly address standards for automobile efficiency. Existing policies for automobile efficiency are not modified.

**Policy 9.40. Emergency response.** Maintain a network of accessible emergency response streets to facilitate safe and expedient emergency response and evacuation. Ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion, without negatively impacting traffic calming and other measures intended to reduce crashes and improve safety.

**235.Finding:** Policy 9.40 is met by the minor 2035 TSP Update. Per request from the Fire bureau, emergency response classifications for two street segments were reclassified to better reflect the network needs. All other existing emergency response classifications remain unmodified.

#### System management

**Policy 9.45. System management.** Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.

**9.45.a.** Support regional equity measures for transportation system evaluation.

**236.Finding:** Policy 9.45 is met by the minor 2035 TSP Update. New projects include enhanced transit concepts that use the existing roadway capacity to more efficiently move people.

**Policy 9.46. Traffic management.** Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts.

**9.46.a.** Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

**237.Finding:** Policy 9.46 does not apply because the minor 2035 TSP Update project does not include standards to address traffic management or automotive volumes and speeds on streets. Existing policies and projects related to this policy have not been modified.

**Policy 9.47. Connectivity.** Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan,

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and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

**9.47.a.** Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

**9.47.b.** As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comp Plan.

**9.47.c.** Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comp Plan.

**9.47.d.** Provide street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection.

**9.47.e** Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

**238.Finding:** Policy 9.47 is met by the minor 2035 TSP Update. Amendments include new projects that are designed to increase connectivity in the Jade-Montavilla area and in Division-Midway as shown on the Master Street Plan map. Both areas have been identified as being deficient in connectivity and projects will address multimodal connectivity needs.

**Policy 9.48 Technology.** Encourage the use of emerging vehicle and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand.

**239.Finding:** Policy 9.48 does not apply because the minor 2035 TSP Update project does not affect the development or use of emerging vehicle and parking technology. Existing policies related to this policy remain in effect.

**Policy 9.49 Performance measures.** Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

**9.49.a.** Eliminate deaths and serious injuries for all who share Portland streets by 2025.

**9.49.b.** Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion.

**9.49.c.** By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average.

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**9.49.d.** Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro’s targets for these areas.

**9.49.e.** By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas:

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

**9.49.f.** By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bicycle	25%
Transit	25%
Carpool	10%
Single Occupant Vehicle (SOV)	30% or less
Work at home	10% below the line (calculated outside of the modal targets above)

**9.49.g.** By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

**9.49.h.** By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

**9.49.i.** Develop and use alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development.

**9.49.j.** Use level-of-service, consistent with Table 9.1\*, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.



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**9.49.k.** Maintain acceptable levels of performance on state facilities and the regional arterial and throughway network, consistent with the interim standard in Table 9.2\*, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

**9.49.l.** In areas identified by Metro that exceed the level-of-service in Table 9.2\* and are planned to, but do not currently meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles
- Establishes performance standards for monitoring and implementing the action plan.

\*Note: Referenced Tables 9.1 and 9.2 are contained within the Transportation System Plan and should not be confused with tables or figures within the 2035 Comprehensive Plan.

**9.49.m.** Develop performance measures to track progress in creating and maintaining the transportation system.

**240.Finding:** The minor 2035 TSP Update meets policy 9.49. The amendments to policies, classifications, and projects support a multimodal transportation system where people have transportation options that reduce their reliance on automobiles. These amendments bolster existing policies related to performance measures. The project also includes an update to the Comprehensive Plan to include TSP Tables 9.1 and 9.2 as detailed in policies 9.49.j, 9.49.k, and 9.49.l.

**Policy 9.50 Regional congestion management.** Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness.

**9.50.a.** Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system.

**241.Finding:** Policy 9.50 does not apply because the minor 2035 TSP Update project does not address regional multimodal standards or pricing auto trips. Existing policies are not modified and remain in effect.

**Policy 9.51. Multimodal Mixed-Use Area.** Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10).

**242.Finding:** Policy 9.51 does not apply because the minor 2035 TSP Update project affects does not address standards for the MMA. Existing policies are not modified and remain in effect.

### Transportation Demand Management

**Policy 9.52. Outreach.** Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

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**Policy 9.53. New development.** Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.

**Policy 9.54. Projects and programs.** Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

**243. Finding:** Policies 9.52 through 9.54 do not apply because the minor 2035 TSP Update project does not address Transportation Demand Management policies. Existing TDM policies and programs are not modified and remain in effect.

#### Parking management

**Policy 9.55. Parking management.** Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

**Policy 9.56. Curb Zone.** Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

**Policy 9.57. On-street parking.** Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

**Policy 9.58. Off-street parking.** Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

**Policy 9.59. Share space and resources.** Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

**Policy 9.60. Cost and price.** Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

**Policy 9.61. Bicycle parking.** Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

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**244.Finding:** The policies 9.55 through 9.61 do not apply because the minor 2035 TSP Update project does not address Parking Management policies. Existing policies and programs are not modified and remain in effect.

#### Finance, programs, and coordination

**Policy 9.62. Coordination.** Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.

**245.Finding:** The minor 2035 TSP Update project meets policy 9.62. Amendments to the TSP were coordinated with state, regional, City bureaus, and providers of transportation services. The project incorporates recommendations from planning projects that involved these stakeholders, including a partnership with TriMet to develop The Enhanced Transit Corridors Plan and grant funding from ODOT to develop PedPDX.

**Policy 9.63. New development impacts.** Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

**Policy 9.64. Education and encouragement.** Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically under-served and under-represented populations.

**Policy 9.65. Telecommuting.** Promote telecommuting and the use of communications technology to reduce travel demand.

**246.Finding:** Policies 9.63 through 9.65 do not apply because the minor 2035 TSP Update does not affect these policies. The existing policies and programs are not modified and remain in effect.

**Policy 9.66. Project and program selection criteria.** Establish transportation project and program selection criteria consistent with goals 9A through 9I, to cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity, and safety goals.

**247.Finding:** The minor 2035 TSP Update meets policy 9.66. As part of the selection of new projects to be amended into the TSP, project selection criteria included the criteria identified in Policy 9.66. Projects were scored based on this criteria and found to meet the goals of 9.A through 9I.

**Policy 9.67. Funding.** Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system.

**248.Finding:** Policy 9.67 does not apply because the minor 2035 TSP Update project does not affect standards for transportation system funding.

#### Connected and Automated Vehicles

**Policy 9.68 Connected and Automated Vehicles Priorities and Outcomes.** Prioritize connected and automated vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic.

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**Policy 9.69 Connected and Automated Vehicles Tools.** Use a full range of tools to ensure that connected and automated vehicles and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

**249.Finding:** The minor 2035 TSP Update meets policies 9.68 and 9.69. These policies are amended to include New Mobility vehicles and services. The amendments clarify the role of new technologies in the transportation system and provide additional guidance as the City prepares for connected and automated vehicles.

#### Chapter 10: Land Use Designations and Zoning

**Goal 10.A: Land use designations and zoning.** Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code.

#### The Zoning Map and the Zoning Code

**Policy 10.4. Amending the Zoning Code.** Amendments to the zoning regulations must be done legislatively and should be clear, concise, and applicable to a broad range of development situations faced by a growing city. Amendments should:

**10.4.a.** Promote good planning:

- Effectively and efficiently implement the Comprehensive Plan.
- Address existing and potential land use problems.
- Balance the benefits of regulations against the costs of implementation and compliance.
- Maintain Portland's competitiveness with other jurisdictions as a location in which to live, invest, and do business.

**10.4.b.** Ensure good administration of land use regulations:

- Keep regulations as simple as possible.
- Use clear and objective standards wherever possible.
- Maintain consistent procedures and limit their number.
- Establish specific approval criteria for land use reviews.
- Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval criteria.
- Emphasize administrative procedures for land use reviews.
- Avoid overlapping reviews.

**10.4.c.** Strive to improve the code document:

- Use clear language.
- Maintain a clear and logical organization.
- Use a format and layout that enables use of the document by lay people as well as professionals.
- Use tables and drawings to clarify and shorten the document.
- Identify and act on regulatory improvement suggestions.

**250.Finding:** The minor 2035 TSP Update does not modify or change the Zoning Code or Zoning Map. As such, these goals and policies do not apply.

#### Part IV. Comprehensive Plan and Zoning Code Amendment Criteria

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### 33.835.040 Approval Criteria

**A. Amendments to the zoning code.** Text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, plan district, use and development, or land division regulation where the amendment is proposed, and any plan associated with the regulations. The creation of a new plan district is subject to the approval criteria stated in 33.500.050.

**251.Finding:** The minor 2035 TSP Update does not modify or change the Zoning Code. As such, these policies do not apply

**B. Amendments to the goals and policies of the Comprehensive Plan.** Text amendments to the goals and policies of the Comprehensive Plan must be found to be consistent with the Comprehensive Plan, the Urban Growth Management Functional Plan, and with the Statewide Planning Goals.

**252.Finding:** The minor 2035 TSP Update meets this criteria. It is found to be consistent with the Comprehensive Plan, the Urban Growth Management Functional Plan, and with the Statewide Planning Goals.