

Comprehensive Plan Companion Guide

Part 2: Maps and Infrastructure

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You can:

- Review this Companion Guide to learn about what’s being proposed in the Working Draft Comprehensive Plan — Part 2.
- Explore the Map App to see how the city will grow and develop:

www.portlandoregon.gov/bps/pdxcompplan/mapapp

- Learn about Portland’s infrastructure systems, like sewer, water and parks, and ideas for maintenance and improvement projects in the Citywide Systems Plan. See page 27 for more information.

Submit comments online.

Write a letter.

Attend a planned event or request a meeting.

Your thoughts and opinions will influence the plan and decision-making well into the future.

Check out the back cover for information about how to get to involved.

The Companion Guide provides a single reference for those who want a general overview, and is a gateway for anyone who chooses to explore the Working Draft Part 2 Comprehensive Plan proposals more deeply.

It presents the main ideas and relevant background that will be useful when exploring the “Map App” and the Citywide Systems Plan, which are the focus of the Working Draft Part 2.

Portland’s Comprehensive Plan Update

For more information, visit:

www.portlandoregon.gov/bps/pdxcompplan



Bureau of Planning and Sustainability

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What is the Comprehensive Plan and how will it be used?

The Comprehensive Plan is a long-range plan for the growth and development of Portland through 2035. It will help ensure that Portland becomes more prosperous, healthy, educated, equitable and resilient for all Portlanders.

- It is used to manage the location of population and job growth, land development and conservation and public investments in infrastructure (such as streets, sidewalks, parks and stormwater management systems).
- It sets guidelines for community involvement in future plans and decisions.
- It is used by the public to advocate for projects and programs during the annual budget process.
- It establishes a shared plan for the future that is used to coordinate policies and actions across City bureaus and state and regional agencies.

What's in the Comprehensive Plan?

When the Comprehensive Plan is complete, it will have five main components.

- 1. Urban Design Framework** that illustrates what the city will look like in the future through a conceptual diagram or map. It includes major design elements such as centers, corridors and habitat areas.
- 2. Land Use Map** that establishes legal land use designations for all land in Portland. It provides a structure for determining where various uses (residential, commercial, etc.) will be allowed, and how intense (density, height, etc.) development could be. It is the basis for the Zoning Map.
- 3. Goals and Policies** that guide future public decisions about development and investments. Goals are the long-term outcomes the City hopes to achieve by implementing the Comprehensive Plan. Policies describe what must be done to achieve the goals.
- 4. Citywide Systems (Infrastructure) Plan** that includes information on current and future transportation, water, sanitary sewer, and stormwater infrastructure systems needs and projects, as well as similar information for parks and natural areas, recreation, and civic facilities.
- 5. Transportation System Plan** that includes more detailed information than the Citywide Systems Plan about transportation, including street classifications.

Why plan now?

It's been a long time since Portland wrote its first Comprehensive Plan in 1980. That plan served the city well, linking land use, transportation, housing, economic development, greenspaces and people. Since that time, residents, business and government partnered to improve water quality in the Willamette River, built parks and light rail lines instead of freeways, and took everyday actions to significantly reduce carbon emissions.

Much of the first Comprehensive Plan will continue to serve us well. In fact, there is more than sufficient zoning capacity to handle future growth, so changes to the Comprehensive Plan map will be relatively limited. However, some of the goals, policies, maps and investment approaches that worked in the past do not address today's challenges. Through the Comprehensive Plan update, the City will develop a limited set of map changes, a revised set of goals and policies and new infrastructure investment approaches that will help the City respond to new realities.

Portland is growing. Like many other cities across the country and throughout the world, Portland is attracting new residents. Today, nearly 600,000 people call Portland home.

Over the last 30 years, Portland grew by more than 200,000 residents — mostly through expansion, when parts of East and West Portland were annexed. By 2035, Portland will likely gain another 280,000 people, requiring 125,000 new housing units and creating 140,000 new jobs.

Portland is also becoming a more diverse city. For most of its recent history, Portland was an overwhelmingly white city, but as population has increased, so has Portland's racial and ethnic diversity. In 1980, communities of color made up 15 percent of the total population. That share grew to 27 percent by 2010. That same year, the national average was 33 percent.

Growth brings challenges and opportunities. Where will new housing be built? How will more land be made available to support job growth? What investments are needed to support growth while protecting human and environmental health? How will disparities be reduced to ensure that everyone has high-quality basic services, and access to transportation and quality jobs?

A more equitable, prosperous, healthy and connected Portland is within reach.

This Comprehensive Plan update offers a unique opportunity to leverage growth to create and maintain a more livable community for all Portlanders, while staying within the city's existing boundary.

Portland has a new strategic plan — The Portland Plan

The Comprehensive Plan and will help implement the City's strategic plan — The Portland Plan. The Portland Plan includes a Five-Year Action Plan that directs the City to complete a new Comprehensive Plan to address equity and implement the Healthy Connected City concept strategy. The Portland Plan takes a holistic view, recognizing the relationships between the built and natural environment, youth success, equity and a prosperous economy for all.



Challenges and opportunities

Equitable and efficient public services are essential. Clean water, improved streets and sewer systems are critical for Portlanders. Despite the City's work with public and private partners to improve infrastructure systems, not all Portlanders have high-quality, basic public services. This is especially true in areas annexed over the last 30 years.

In some cases, current funding sources are no longer effective to maintain existing systems or to provide better services. For example, since Portlanders have started biking, walking and taking transit more often, the gas tax no longer provides enough money to fund comprehensive street repair. In other cases, existing standards and practices are too expensive.

A key challenge will be to make investments that simultaneously reduce disparities, keep up with growth and meet mandates, while improving safety and reducing risk.

The Comprehensive Plan establishes policies for investment decisions and identifies projects that help fill gaps in service and improve infrastructure equity.

Everyone needs access to opportunity in order to thrive. Portland is often described as an affordable and livable West Coast city. However, declining real income and increased housing costs test this reputation.

Today, only the top 20 percent of income earners are making more in real dollars than they did 30 years ago. Native Americans and African Americans on average, make less than the citywide median. Housing prices have risen; they've risen more sharply in areas with complete sidewalk networks and good access to transit. Now, much of Portland's affordable family housing is in areas without sidewalks and poor access to frequent transit.

The Comprehensive Plan helps improve opportunity by focusing new growth in areas with good access to services and by providing land for industrial and institutional employment growth.

The Comprehensive Plan supports a vision to create a more equitable, prosperous, educated, healthy and resilient city for each person and all communities in Portland, regardless of race, gender, class, ability and age.

Preparation makes us resilient. Like most cities, Portland faces major uncertainties, including an unpredictable economy and the impacts of climate change. And like other Pacific Rim cities, Portland is at risk of a major earthquake. Environmental health and natural resources can degrade more quickly during economic downturns and natural emergencies.

While these issues affect all Portlanders, some communities are more vulnerable during and after emergencies because of structural inequities, lower incomes, health concerns and other issues.

In order to recover from potential major setbacks, Portland must become more resilient. The City needs well-designed, flexible and strong infrastructure (physical, social, ecological and economic) to prepare and adapt over time.

The Comprehensive Plan helps Portland prepare by creating more healthy connected neighborhoods, identifying infrastructure investments that reduce risk, strengthening natural systems and directing growth out of many high-risk areas.

A healthy natural environment benefits everyone. Located at the confluence of two rivers and between two mountain ranges, Portland is rich with natural resources like streams, trees, wetlands and floodplains that provide benefits to people. They clean Portland's air and water, reduce landslide and flooding risks, provide places to learn and play, and add to a sense of place. The city also provides important habitat for native and migratory wildlife. Salmon, beaver, deer, elk and more than 200 species of birds live in or migrate through Portland.

Without thoughtful intervention, many of Portland's valuable natural resources will be at risk from the impacts of development and invasive species.

The Comprehensive Plan helps promote a healthy environment by preserving habitat areas, directing investments in natural and built green infrastructure and providing Portlanders with more opportunities to walk, bike and take transit to meet daily needs.

How can Portland's long-range growth and development help achieve this vision?

- 1 Create healthy connected neighborhoods by growing and investing in centers and corridors.**
 - Guide development to create well-designed centers and corridors.
 - Prioritize investment in East Portland's centers and corridors.
 - Encourage neighborhood economic development.
 - Support the Central City as the regional and state center for innovation and exchange.
- 2 Encourage job growth by providing land and infrastructure for development.**
 - Create additional capacity for industrial jobs in the Columbia Corridor through land use changes.
 - Help move freight through the city and decrease congestion through transportation investment.
 - Support job growth in East Portland by changing land use designations near freeways from residential and commercial to employment and industrial.
 - Increase livability by improving transitions between institutional and industrial uses and adjacent residential areas.
- 3 Support a healthy environment by connecting habitats and building green infrastructure.**
 - Create habitat corridors and areas to protect and enhance natural resources and the urban forest.
 - Improve stormwater management in developed areas by using green built infrastructure, like green streets and eco-roofs.
 - Use natural systems, like trees, streams and wetlands, to manage stormwater in SW Portland and on and near buttes in East Portland.
 - Build city greenways to weave nature into the city and provide greater opportunities for Portlanders to walk and bike.
- 4 Reduce disparities and increase equity through strategic infrastructure investments.**
 - Grow in areas that have high levels of service.
 - Make infrastructure investments to fill gaps in service.
 - View infrastructure investment decisions through an equity lens.
- 5 Improve resiliency by preparing for climate change, earthquakes and other natural hazards.**
 - Reduce risk by maintaining critical infrastructure.
 - Protect people from the effects of high temperatures and climate change.
 - Encourage energy efficient and renewable energy systems.

These goals will be implemented using equity as a guide, through inclusive public processes and community involvement, and with respect for local environmental, social and community contexts, while meeting multiple goals.

Want to learn more?

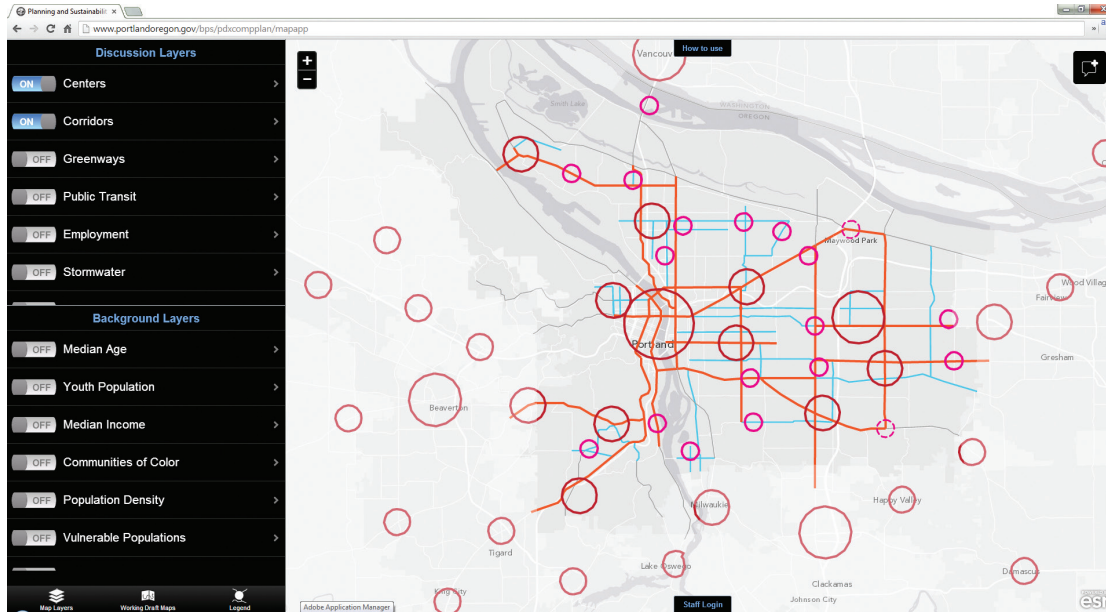
www.portlandoregon.gov/bps/pdxcompplan/mapapp

ON

Discussion Layers include new ideas that could change the Land Use Map, inform the Urban Design Framework or inform a change to the Goals and Policies.

Each layer has a legend and background information.

Background Layers show existing conditions.



Get to know the Map App

This interactive online tool allows people to explore the city geographically, and learn about a variety of different topics and areas of the city, as shown through map “layers.”

Layers include anticipated new housing or job development and where the City may want to invest in new infrastructure, like water and sewer facilities and parks and streets, to name a few. It also includes maps of current conditions.

The layers in the Map App will be used to create:

- The Land Use Map
- The Urban Design Framework
- Maps and projects in the Citywide Systems Plan

Comments on the maps will also lead to revisions to the Goals and Policies developed in the Working Draft Part 1.

The Map App provides a way for everyone with access to a computer or tablet — in your home, at your school, or at a Multnomah County Library — to explore maps of the city and help determine what Portland could look like and how it should grow over the next 20 years.

Don't have access to a computer or tablet?

- Call or visit the Bureau of Planning and Sustainability to review paper copies of the maps.
- Visit a Multnomah County library.

Not ready to dive into the Map App?

This Companion Guide will introduce you to many of the topics addressed in the Map App and will provide suggestions for what to explore.



Create healthy connected neighborhoods by growing and investing in centers and corridors.

What is a healthy connected neighborhood?

Healthy connected neighborhoods are places that support the health and well-being of all Portlanders. They are parts of the city where people of all ages and abilities have safe and convenient access to more of the goods and services needed in daily life — grocery stores, schools, libraries, parks and gathering places — reachable on foot or by bike. They are well connected to jobs and the rest of the city by transit. They have a variety of housing types and prices so households of different sizes and incomes have more options.

Today, only about half of all Portlanders live in places with convenient and safe, walkable access to services. Cost effective public investments in healthy connected neighborhoods depend upon having concentrations of businesses and services, access to transit and sufficient residents to support lively and viable business districts. Often it is lower income Portlanders and Portlanders of color who are not able to live in healthy, connected neighborhoods.

The growth expected over the next 25 years can strengthen existing and create more healthy connected neighborhoods and expand access to services to more Portlanders, if that growth is focused in a limited set of centers and corridors that will become the anchors of healthy connected neighborhoods.

Why create healthy connected neighborhoods?

Local convenience and healthy lifestyles — Healthy connected neighborhoods provide services in a concentrated area, which makes it easier for people who live in or near these neighborhoods to complete daily errands on foot or on a bike, without needing to travel far. This improves environmental quality and provides more opportunities for exercise and recreation in daily life.

Neighborhood businesses — Compact mixed-use and residential developments provide a local customer base to support strong and stable local businesses, contributing to overall prosperity and economic health.

Efficient and equitable public investment — Just as increased housing density supports local businesses, it also helps increase the efficiency of public investments. For example, more transit users make providing frequent and high quality transit more viable. The diversity of housing types in healthy connected neighborhoods also helps ensure that Portlanders of a variety of backgrounds and incomes are served by public investments, which helps create a more equitable city.

Energy efficiency and emissions reduction — By reducing the need to drive a car to complete errands and, for many, to drive to work, healthy connected neighborhoods help Portland mitigate and prepare for climate change. Emissions from cars and trucks are a significant source of carbon emissions, but so are those generated when creating electricity from fossil fuels or using natural gas to heat and cool buildings and run appliances. New buildings provide opportunities to improve efficiency and create self-sufficient, renewable energy systems.

Lower household costs — Energy efficient buildings, easy access to services, opportunities to incorporate exercise into daily life and good frequent transit service all add up to significantly reduced household costs.

How and where can the Comprehensive Plan support centers and corridors?

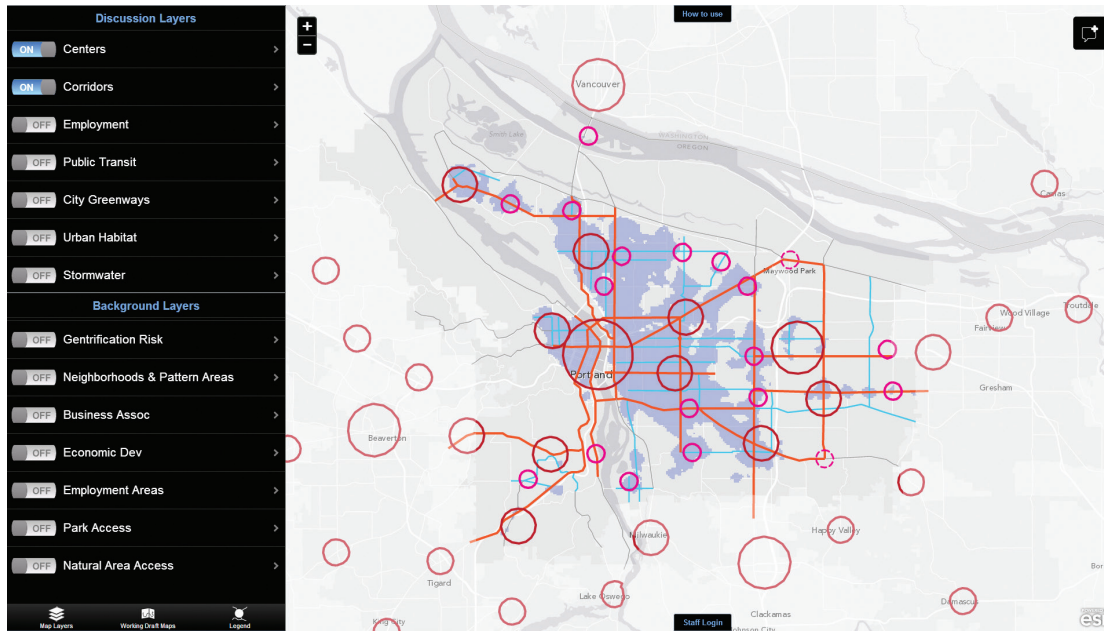
You can:

ON

Click on Map App Discussion Layers:

- ▶ Centers
- ▶ Corridors

to recreate this map.

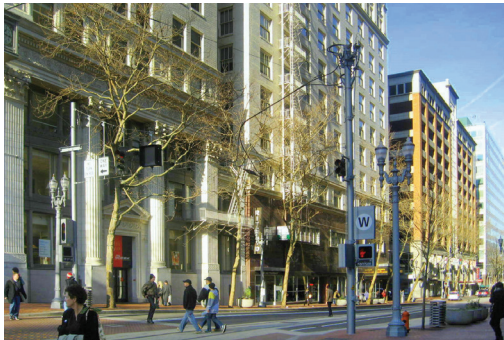


Today, Portland is already developed around a system of centers and corridors. Central City serves as the main center of the state and the region. Some town centers, like Hollywood, already provide a variety of local services. Other centers, like the area around SE 82nd and SE Division (Jade District) and the Inner Main Streets (SE Hawthorne, Division and Belmont) have seen significant growth. However, only about half of all Portlanders live near centers with good access to services and transit connections.

The Comprehensive Plan can help create more healthy centers and corridors and also increase access to services for lower income Portlanders and communities of color. Through the Comprehensive Plan process, Portlanders will:

- Confirm where centers and corridors should be and/or are likely to be located.
- Inform where and how to change land use designations and regulations to support successful centers and corridors.
- Develop a strategy for identifying and prioritizing public infrastructure projects that improve access to services and reduce disparities. **Strategies for investment are more fully described on pages 12 and 13.**
- Identify what transportation connections are needed to link centers to each other and to regional job centers.
- Make the process of growth and development more predictable and better understood for residents, businesses and developers.

Types of centers and corridors



The Central City is the Metro region’s center. It connects a system of smaller regional and town centers by having the region’s greatest concentration of jobs, services, and civic and cultural institutions and transit connections. It is expected to accommodate significant long term growth so it can continue to serve this role.



Town centers and civic corridors are intended to have commercial and civic services sufficient to serve the approximately 7,000 households within a half-mile of their core. Their concentrations of shops and services draw people from a wide area. They include residential and commercial buildings that are typically up to 4 to 5 stories, but sometimes up to 7 stories.



Neighborhood centers are smaller than town centers and generally serve about 3,500 households within a half-mile of their core. They include residential and commercial services and have buildings that typically range from 2–4 stories. Places with some characteristics of neighborhood centers include Multnomah Village, Woodstock and Roseway. Neighborhood corridors are streets like NE Killingsworth and NE 148th Avenue that connect neighborhoods and that also feature a mix of housing and commercial uses.

Neighborhood centers and corridors are a new concept. They are shown where they have emerged or where they would be needed to provide residents better access to services, consistent with the idea of healthy connected neighborhoods.



Gateway is the only **regional center** in Portland. It serves East Portland as a transportation hub and is intended to become an important job and civic center.

All of the town centers and civic corridors shown on the map have either been identified in previous plans and/or have emerged as a result of private development decisions. Hillsdale, Hollywood, North Interstate and Lents are examples of planned centers and corridors. Bustling areas like Southeast Hawthorne, Division and Belmont and the Northwest District, which grew up around NW 23rd Avenue, are examples of areas that have developed with dense concentrations of services and housing without the formal designation of town center.

You can:	Explore all of the types of centers in the Map App.
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1 CREATE HEALTHY CONNECTED NEIGHBORHOODS

Four strategies for centers and corridors

The Comprehensive Plan guides the location, amount and design of development needed to create successful centers and corridors. It also seeks to guide investments in ways that address equity and ensure that the greatest number of Portlanders live in healthy complete neighborhoods

Centers vary in terms of their current and expected future size and character. They also vary in terms of how prepared they are, in terms of physical infrastructure and facilities, to be able to succeed as anchors to healthy connected neighborhoods. Who lives in centers varies, too.

Some include many households that have the financial security and resources to benefit from and deal with the change that comes with neighborhood growth and development. However, other centers and corridors, including some for which there are high population projections, significant infrastructure needs and vulnerable resident populations (for example, renters, households with low income and education levels, and communities of color) are not poised to take advantage of related growth or to push the private market to develop desired services.

The Comprehensive Plan proposes guiding development and investments in centers and corridors based on expected size and growth, infrastructure and facilities needed, and presence of vulnerable populations. The combination of these factors plays out in four different investment strategies:



- 1. Centers with higher population, greater infrastructure needs and higher vulnerability.** These areas lack basic infrastructure and/or shops and services, but have a lot of people living in the neighborhood and/or are expected to experience growth. They also have high concentrations of renters, lower-income households or others who may be vulnerable to displacement as property values rise. Gateway, Lents and Midway (122nd/Division) are examples.

Strategic investments in these areas should focus on reducing existing disparities in community infrastructure and amenities. These investments should prepare the area to more successfully use the development of new housing and businesses to benefit the community as a whole. Early use of economic development and housing security programs/investments (homeownership and rental assistance) are likely appropriate. Investment priorities could include: streetscape improvements, new parks and open spaces, development incentives for mixed use buildings, and economic development.

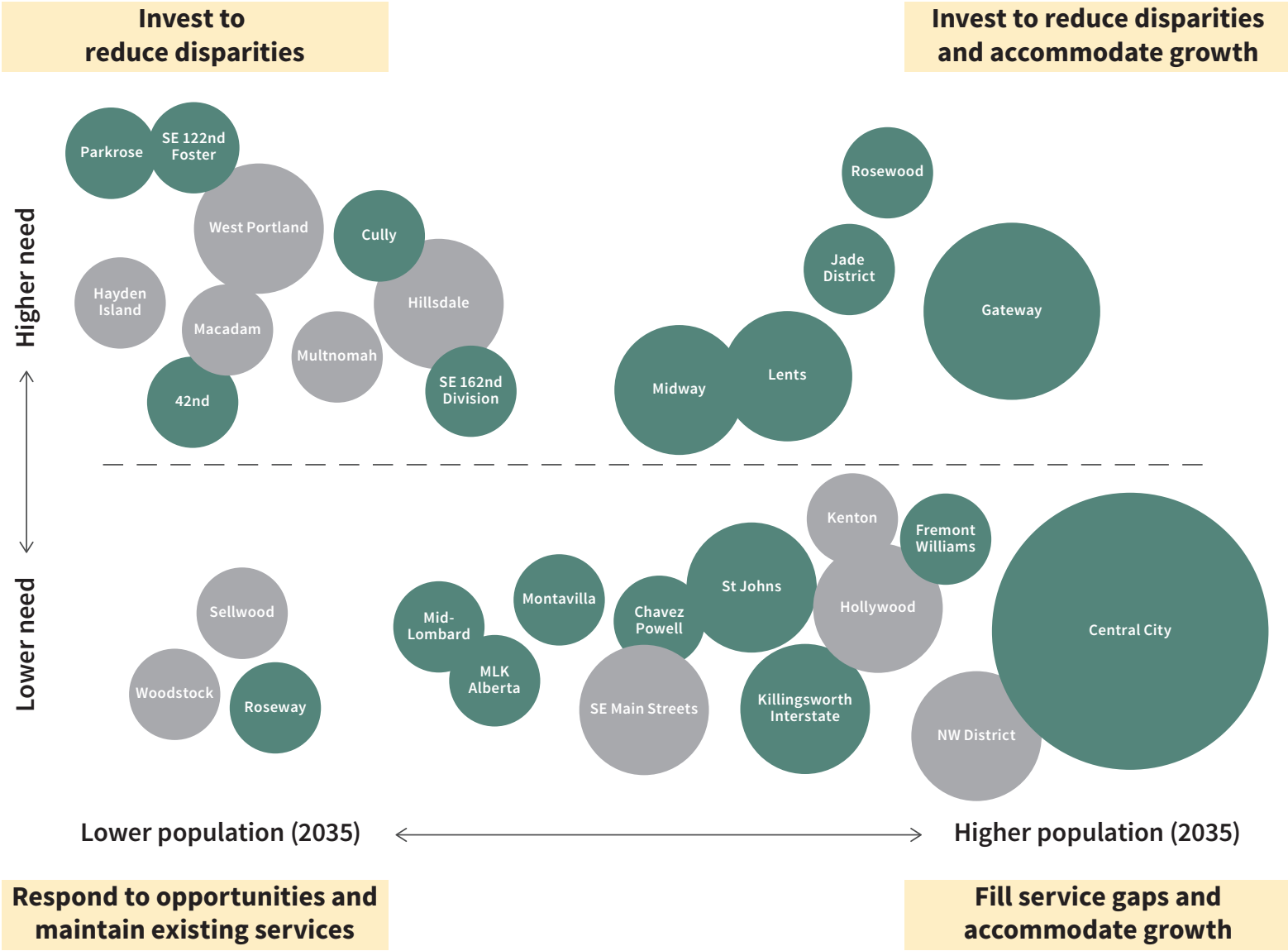
- 2. Centers with higher population, lower infrastructure needs and higher vulnerability.** These areas have already benefited from a mix of public and private investments like light rail, a complete street network and the presence of solid neighborhood business districts. Central City, the Interstate corridor, St. Johns and other centers located in Inner Portland are examples.

Strategic investments in these area should focused on filling the few remaining gaps, managing increased demand (i.e., parks, parking, etc.) and providing a lasting supply of affordable housing.

- 3. Centers with lower population, higher needs and higher vulnerability.** These areas are not expected to grow significantly, but they have existing infrastructure deficiencies that need to be addressed to improve health, prosperity and livability for concentrations of vulnerable populations. Improvements could include streetscape, bicycle and pedestrian safety improvements, as well as economic development programs and investments. Examples include Parkrose, Cully and West Portland.

- 4. Centers with lower population and lower needs.** Other centers may have limited infrastructure needs and are not expected to grow significantly. The investment strategy is to maintain livability and respond to opportunities as they emerge. Improvements could include maintaining existing infrastructure, strengthening connections to other centers and responding to shifts in the market. Examples include Sellwood, Roseway, Multnomah and Macadam.

Investment strategies for complete centers



1 CREATE HEALTHY CONNECTED NEIGHBORHOODS

You can:

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Click on Map App Discussion Layers:

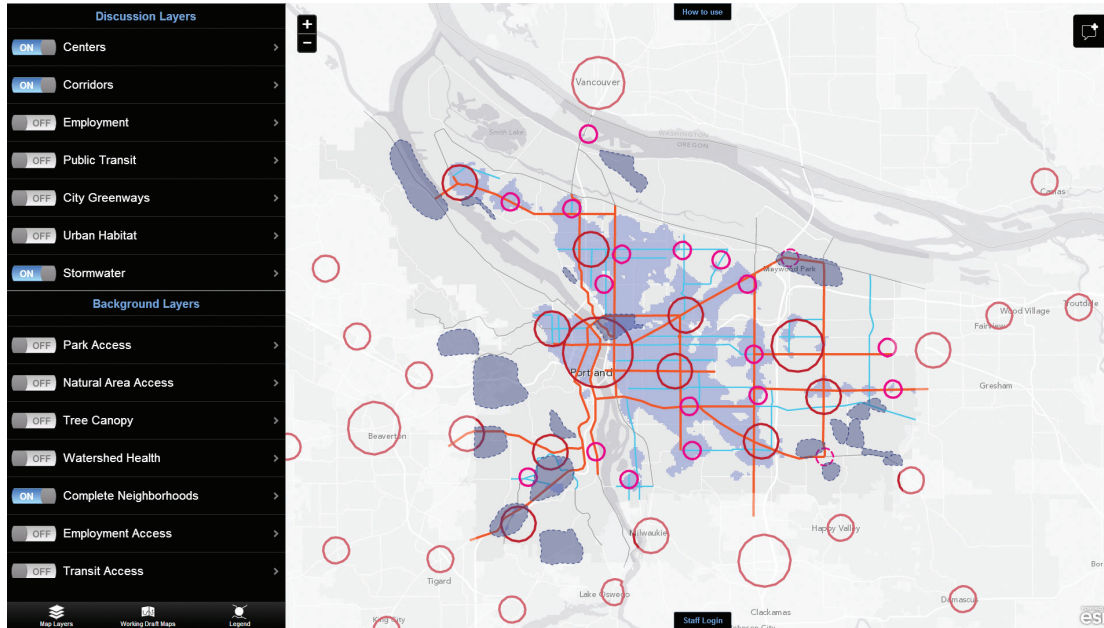
- ▶ Centers
- ▶ Corridors
- ▶ Stormwater Management Challenges

Background Layer:

- ▶ Complete Neighborhoods

to recreate this map.

Areas with green shading have good access to services and the blue areas show where stormwater management is a concern.



In some cases, new development can improve stormwater management. In other areas, it may make sense to limit development and use natural systems. [See section three, which begins on page 21, for information about stormwater management.](#) Add additional layers to look for other relationships.

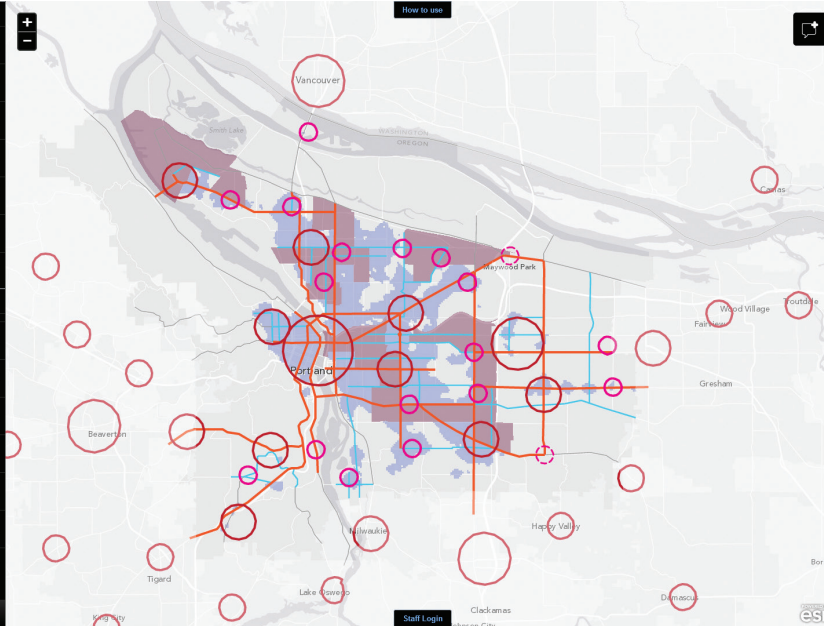
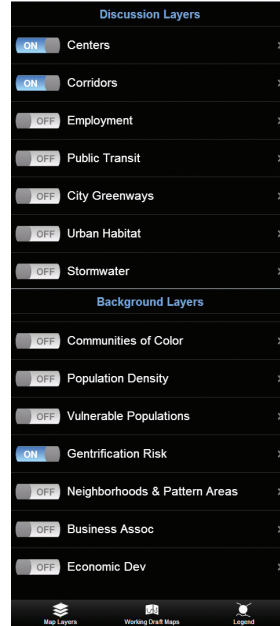
Addressing gentrification and displacement

Neighborhood improvements are often accomplished through public and private investments that increase a neighborhood's livability. This neighborhood revitalization can create many benefits for residents, including increased access to services and improved neighborhood walkability. In turn, these community investments may enhance a neighborhood's attractiveness to new residents, leading to a greater demand for housing that can increase property values and housing costs. For many, neighborhood revitalization is a positive change.

The term "gentrification" is used to describe the negative consequences of these changes, including the displacement of lower income households, which is also often accompanied by a change in the ethnic and racial make up of a neighborhood's residents and businesses.

Gentrification and displacement are long-standing concerns in Portland. In response, through the Portland Plan the community set a goal for increased equity. As the city grows, diversifies and works to advance equity, it is essential that deliberate efforts are made to work with communities who have experienced and continue to experience inequitable outcomes and to ensure that all Portlanders' needs and concerns are recognized and considered.

In the Comprehensive Plan, this starts by recognizing that decisions about land use and design, development and conservation and capital investments have equity implications. It is followed by adopting a new approach to community involvement and decision-making and including policies that set a framework for actions like homeownership and rental assistance programs.



You can:

- ON
- Click on Map App Discussion Layers:
 - ▶ Centers
 - ▶ Corridors
- Background Layers:
 - ▶ Complete Neighborhoods
 - ▶ Gentrification Risk Areas
- to recreate this map.

This map shows areas where investment could both increase access to services, but may also raise property values, which may make some residents more vulnerable to gentrification and displacement. How can the City work to improve services and stabilize neighborhoods so everyone can benefit?

<p>You can:</p>	<p>Go to the Map App and review the Centers and Corridors layers. Consider questions like:</p>
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- Is it appropriate to direct future growth toward centers and corridors, which reduces development pressure on surrounding neighborhoods?
- Are the Town and Neighborhood Centers in the right places? Would you add or remove any?
- In the next 20 years, it is possible that only a few centers and corridors will see major change. Do you think the City should mainly invest in areas with both high population growth and high levels of need? Which ones do you think should develop first?

Want more detail? Consider the following:

- Managing stormwater is challenging in Southwest Portland. One strategy is to focus growth in centers and corridors, where it is easier to provide services, and to limit growth in more sensitive areas. Do you think this is the best approach? How should this issue be addressed?
- Parkrose does not have a lot of locally-focused commercial services, but it also has stormwater management challenges and is a major freight route. Should Parkrose become a neighborhood center with more commercial and mixed-uses? Comment on the maps to share your thoughts.
- SE 122nd Avenue and Foster Road is a good location for a Neighborhood Center to increase access to services, but additional growth capacity is needed to support increased development. It also has significant stormwater issues. Should the area be planned for more intensive development to support new businesses? Or should the area stay at a lower density?

2

Encourage job growth by providing land and infrastructure for development.

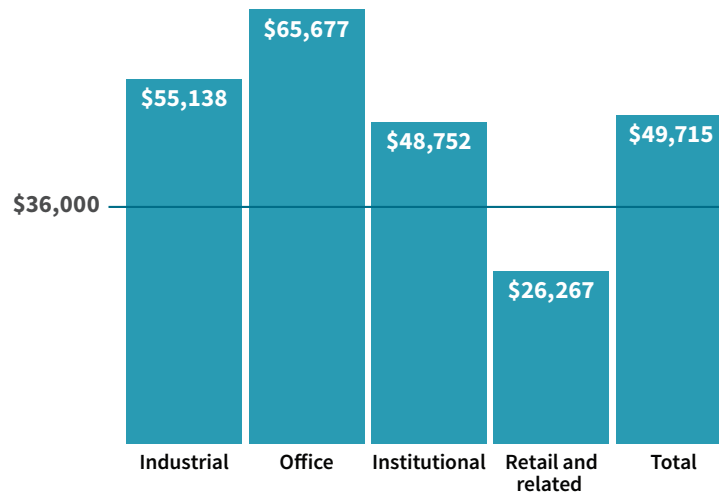
A robust and resilient regional economy, thriving local businesses, and growth in living wage jobs are all critical to ensuring household prosperity. In the past decade, job growth in Portland was relatively flat. Many businesses cut jobs and average wages did not keep pace with rising household costs.

How can the City encourage job growth?

Forecasts indicate that Portland may be home to 140,000 new jobs between now and 2035. Through the Comprehensive Plan, the City of Portland must show how and where it will have the land, space and infrastructure for the business growth needed to meet this forecast. Sustained job growth in Portland depends on many factors. The City’s economic development strategies focus on:

- Growth in exports of goods and services.
- Growth in the productivity and competitiveness of key and emerging industries.
- Staying competitive as a major West Coast trade gateway for goods traveling between the Columbia River basin and the Pacific Rim.
- An overall competitive business environment.

Business and job growth does not take place in a vacuum. It is influenced by the quality of the city as a place to live, the education system, availability of capital and the natural and built environments.



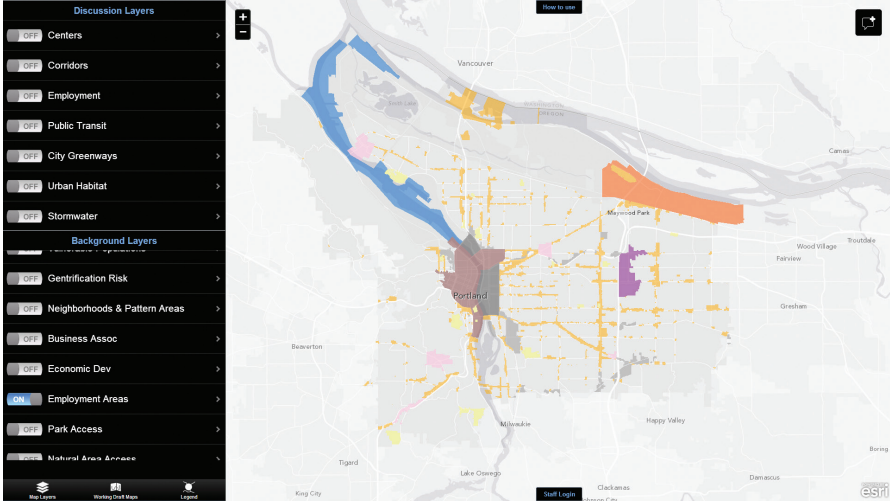
Average wages by sector, Multnomah County, 2012

Household prosperity varies greatly by employment type. In 2012, the average wages for retail and service workers (\$26,000) were far below what is needed to sustain a household.

The Portland Plan’s measure of success for household prosperity uses a self-sufficiency index based on the income needed to meet basic household needs, including the cost of housing, childcare, food, healthcare and transportation.

In Portland this is approximately \$36,000 per year for one adult and an infant. By contrast, the average wage for an industrial worker in Portland is \$55,000 per year.

Industrial jobs provide better opportunities for many to earn a living wage, but living wage job creation is critical across all employment sectors.



What do Portland’s employment sectors need to grow?

Portland’s economy is relatively evenly split across four broad sectors that concentrate in different geographies: the Central City, industrial areas, campus institutions, and neighborhood commercial areas. Portland’s economy is expected to maintain this diverse economic base. Job growth is forecasted for all of these sectors. Each of the four geographies has particular types of businesses and sites that best meet their needs; and each has unique challenges.

The Central City is the region’s office center. Current zoning in the Central City is sufficient for continued projected business growth, but additional infrastructure, especially in the transportation system, will be needed to maintain Portland’s competitive position in the regional office market.

Industrial areas are primarily located along the Columbia River and the northern portion of the Willamette River and near the I-84 and I-205 freeways. The Central Eastside Industrial district is also home to many jobs. Industrial businesses, many of which need access to rail, harbor and airport facilities and freeways, have significant land and infrastructure needs. According to projections in the Economic Opportunities Analysis, to support future job growth, Portland needs to identify an estimated 635 more acres of industrial land capacity during the Comprehensive Plan process.

For detailed information on this topic, please read the Economic Opportunities Analysis: www.portlandonline.com/portlandplan/backgroundreports

Institutions (hospitals and colleges) are Portland’s fastest growing job sector and they are expected to continue to grow. However, there is a shortfall of development capacity — that is, not enough land is zoned or ready to accommodate their growth. Through the Comprehensive Plan, Portland will need:

- New and improved development regulations to adapt to changing needs and to facilitate growth within existing institutional campuses.
- Clear rules for maintaining and improving neighborhood compatibility.
- Policies to address neighborhood impacts such as traffic and parking, landscaping and building design.

You can: Go to the Map App and check out the Employment Layer to see where institutions are located and where land use designations may be revised to reflect current uses. Share your thoughts about potential land use changes.

Neighborhood business districts are located in nearly every part of Portland. Neighborhood commercial business districts and corridors generally have sufficient zoning for growth, but many would benefit from business development support and better transportation connectivity to the surrounding neighborhoods.

How will the Comprehensive Plan support industrial job growth?

The Comprehensive Plan proposes six related strategies for supporting industrial job growth and providing sufficient land for industrial business expansion to meet the needs of the job forecast.

1. Addition of new industrial areas — There are two significant opportunities to create new industrial areas. On West Hayden Island there is an opportunity to expand port facilities through the construction of a new marine terminal (300 acres). This would fill a critical economic development need and meet nearly half of the industrial land shortfall.

There are also opportunities to create new industrial lands by converting portions of one or more of the private golf courses near the airport to industrial uses. These conversions could be a mix of industrial and open land to accommodate new industrial jobs and manage stormwater runoff in the Columbia Slough, while also improving fish and wildlife habitat and public access to open space.

2. Intensification of development and use in existing industrial areas — The City should support using existing industrial areas by encouraging businesses to grow on their current sites, as well as making sure that limited industrial land is not converted to commercial uses or other non-industrial uses.

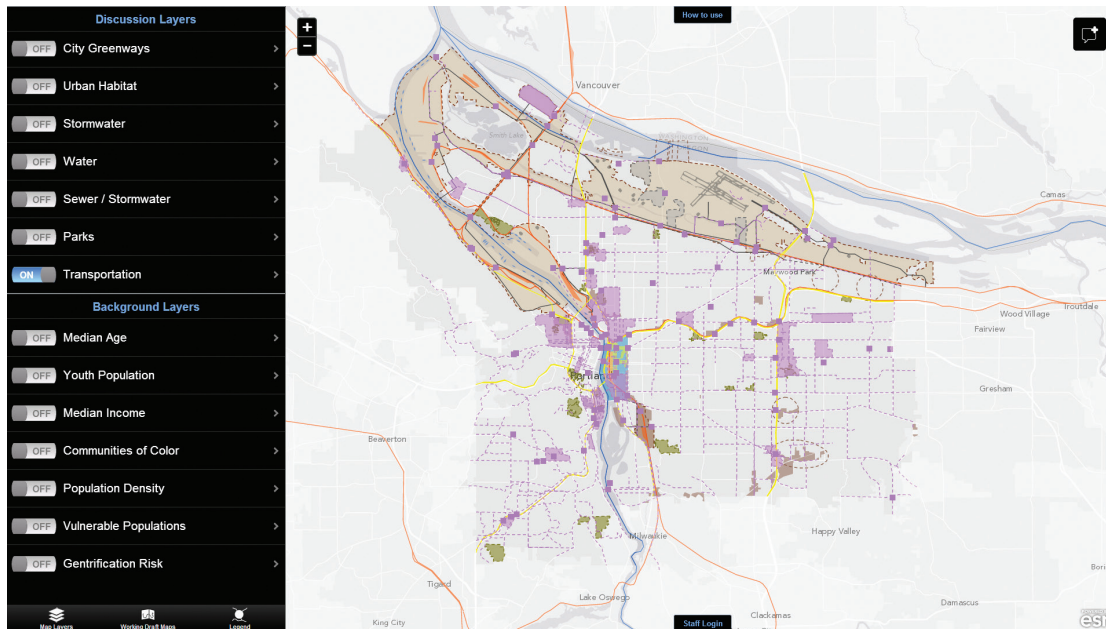
You can:

Go to the Map App and review the Employment, Transportation, Zoning and Urban Habitat layers. What do you think about these proposals? Provide a comment via the Map App.

You can:

ON

Click on Map App Discussion Layers:
 ▶ Employment
 ▶ Transportation
 to recreate this map.



Industrial, manufacturing and traded sector businesses will increase and economic vitality household prosperity.

Traded sector businesses are companies that sell many of their products and services to people and businesses outside the Portland region, nationally and globally.

Examples include most manufacturing and industrial companies, as well as small craft businesses and professional and business service companies.

They may be locally owned and may be small, medium or large in size.

- ▶ Purple squares and lines show potential transportation projects.
- ▶ Areas with dashed lines show potential new industrial and institutional land use designations.

3. Freight transportation improvements — Improving how freight moves through Portland is also essential to growing and supporting Portland’s industrial areas. The Citywide Systems Plan and the Transportation System Plan include a set of freight-related infrastructure projects that will improve operation on industrial sites by improving circulation and access throughout the region and to other parts of the state. These three projects are examples of the types of freight projects that may be included in the forthcoming Transportation System Plan:

- **North Rivergate overcrossing** — Widen the intersection at North Lombard and construct rail overcrossing to overcome street blockages.
- **West Hayden Island access** — Improve North Hayden Island Drive or construct a new bridge to access proposed West Hayden Island marine terminals.
- **Columbia/Cully/Alderwood improvements** — Construct Cully Boulevard rail overcrossing and align intersection with Alderwood, and Kenton Line Double-Tracking to resolve inadequate left-turn lane spacing and increase rail capacity.

4. Brownfield Re-investment — Industrial areas have nearly 500 acres of under-utilized contaminated brownfields. Brownfields are often costly and difficult to redevelop. It is likely that fewer than 200 acres of brownfields will be redeveloped between now and 2035. New public incentives for brownfield remediation will leverage more private investment to bring these contaminated properties back into productive use and increase the availability of usable industrial land in existing industrial areas, while reducing environmental risks.

5. More industrial and employment sites and businesses in East Portland — To both improve access to living wage jobs in East Portland and meet the industrial land need, Portland could identify up to 50 acres of commercial or residential land to convert to industrial or employment land.

6. A balanced approach to persistent land use conflicts — There are real challenges to meeting the industrial land need. The costs and timeframes for needed investments and potential impacts to human and environmental health must be balanced in any plan to increase industrial lands.

- **Watershed health** — The Portland Harbor and the Columbia Corridor are home to Oregon’s largest concentration of industrial businesses, and are also important habitat areas for native fish, wildlife and plant species, many of which are rare or declining.

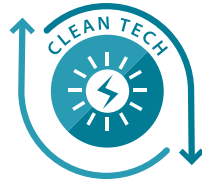
The health of the river, slough and other natural areas have significant impacts on human health and safety. They clean and cool air and water, reduce risks of hazards and contribute to well-being.

Expanding industrial development, while working to protect high value natural resources and improve environmental health and conditions, will continue to require dedicated work and site-specific decision-making. **For more information on this topic see section three, which begins on page 21.**

- **Residential compatibility** — Some of Portland’s most affordable housing is near or adjacent to industrial areas or along freight routes, like Sumner and St. Johns. Some of the people who live in these areas do not have the means to move to another location. At the same time, there are not a lot of good options to move freight routes or compel businesses to change operating procedures. Developing regulations that include sound insulation for housing, ventilation performance measures for businesses, as well as site design requirements that include things like increased landscaping buffers, and railroad quiet zones will improve the quality of life of those who live near industrial districts.

You can:	<p>Go to the Map App and review the Employment, Transportation and Zoning layers:</p> <p>What do you think about these proposals? Comment on the Map App online or send an email or a letter to BPS.</p>
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2 ENCOURAGE JOB GROWTH



You can:

Go to the Map App and review the Employment, Urban Habitat, Centers and Corridors layers. Consider questions like:

- Is the City on the right track with a balanced employment strategy to support growth in all four major geographies — the Central City, industrial areas, major institutions, and neighborhood business districts?
- Of the strategies presented to increase industrial capacity, which would you support most strongly? Least strongly? Why?
 - Create additional industrial land by converting private golf course to a mix of industrial development, natural areas, and open space.
 - Support intensification and expansion of existing businesses by prioritizing freight infrastructure projects.
 - Create public incentives to clean-up brownfields.
 - Convert vacant and underutilized commercial or residential land to employment uses in East Portland.
- Are there other strategies or implementation approaches (legislation, incentives, funding, partnerships) the City should explore to address these challenges?
- Are there specific equity issues the City should consider in addressing these challenges?

Support a healthy environment by connecting habitats and building green infrastructure.

Why promote a healthy environment?

The health of the environment affects human and wildlife health, as well as the financial health of the City. Healthy natural resources (forests, trees, rivers, streams, wetlands and floodplains) improve Portlanders quality of life in many ways:

- Trees and other plants help clean the air, trap pollutants, soak up stormwater, reduce landslides and flooding and cool the environment during hot seasons.
- Forests, streams, wetlands and floodplains offer naturally managed stormwater.
- Plants along streams and riverbanks help keep water clean and cool.
- Natural areas, parks, open spaces and even street trees and yards support hundreds of native fish and wildlife and provide people with places for rest and recreation.
- A healthy natural environment supports mental and spiritual health and connections to nature.
- Protecting natural resources helps retain the cultural values associated with natural resources in Portland.

If the environment is not healthy, the City and property owners must spend time and money to clean up pollution to meet national standards and promote human and wildlife health. For example, when wetlands and streams are filled or diverted, pipes are needed to carry stormwater to keep streets and buildings from flooding.

How healthy is Portland's environment today?

Decades ago wetlands, streams and rivers were routinely filled, re-routed or piped to accommodate growth. Today, the City is investing in programs to protect natural resources and restore watershed health. However, past decisions, current development pressures and the potential effects of a changing climate continue to challenge environmental and watershed health.

What is a healthy watershed? A watershed is an area that catches rain and snow and drains into a corresponding river, stream or other water body. Watersheds begin at ridge tops and end at a river, stream lake or wetland. A healthy watershed is one with robust habitat, good water quality and water flow conditions that protect human health and safety and support native fish and wildlife. (See the Portland Watershed Management Plan.)

Some habitats are in good condition while others are not. For example, many local streams have water quality problems, such as high temperature and sediments. Most habitat corridors are interrupted by roads, highways or rail. Across the city, natural resource areas are threatened by development and/or invasive species, like Himalayan Blackberries or English Ivy.

There are also currently 500 acres of brownfields in the City, not including the Portland Harbor Superfund site. Brownfields are sites where contamination — or the possibility of contamination — is preventing use or redevelopment. These properties could be cleaned and made into productive and safer places.

How will the Comprehensive Plan help support environmental health and quality?

The City can take a series of steps to create a healthier environment for people and wildlife, including the following:

- Preserve, enhance, expand and restore natural areas and the urban forest by identifying Urban Habitat Corridors on the Urban Design Framework, which will help link isolated habitats, allow wildlife to move safely and weave nature into the city.
- Invest in green infrastructure, like green streets, bio-swales and eco-roofs and support tree plantings in the Citywide Systems Plan.
- Limit future development in areas with existing stormwater constraints by changing land use designations on the Comprehensive Plan Map and/or creating new development standards that limit impervious surface and increase tree planting and rain garden construction.
- Support the clean up of contaminated areas by adopting supportive Goals and Policies.
- Engage in and support education and stewardship programs to help people learn more about the natural environment and encourage activities like planting trees and native plants and developing away from streams and forests.
- Provide pedestrian, bicycle and transportation infrastructure, along with supporting land use, which makes it easier and more convenient for people to use cars less and reduce emissions.
- Promote development and infrastructure standards that are designed with nature in mind.

Other programs not addressed in the Comprehensive Plan, like the Portland Brownfield Program, which offers grants and other assistance to help clean up some brownfield sites, will significantly improve environmental and human health and provide land for jobs and housing. Improving watershed and environmental health, while providing good paying jobs and a diversity of housing choices for the next 25 years, is one of the key challenges of the Comprehensive Plan.

Three strategies to maintain and improve environmental health and quality

The Comprehensive Plan proposes three main strategies to improve environmental health and quality through the Comprehensive Plan:

- **Protect, enhance and expand Urban Habitat Corridors** to connect and create healthier habitats for wildlife
- **Build City Greenways** to connect people to commercial and job centers and to natural areas by creating landscaped greenways with pedestrian, bicycle and stormwater facilities.
- **Cost-effectively manage stormwater with natural and built green infrastructure** and reduce the risks of hazards, like landslides and flooding.

Other elements of the Comprehensive Plan, like growing in centers and corridors, encouraging brownfield clean up and maintaining and improving infrastructure facilities also contribute to improving environmental health. [See section four, which begins on page 28, for more information.](#)





- 1. Urban Habitat Corridors** include rivers and streams, drainageways, riparian areas, wetlands, large natural areas and upland habitats. There are two types of Urban Habitat Corridors: existing and potential. Existing Corridors generally include and build on areas already identified in the City's Natural Resources Inventory. Potential corridors and areas generally include areas outside those identified in the Natural Resources Inventory where it would be beneficial to weave nature into the city, linking existing habitats in the city and the region.

This concept calls for using Urban Habitat Corridors to:

- Preserve, enhance, expand and reconnect natural areas and vegetation along rivers, streams, wetlands, and floodplains in urban habitat corridors and areas.
- Link existing large habitat areas and create opportunities for birds and beneficial pollinators to move through some of Portland's more densely developed areas.

Prior to European settlement, the Willamette River was used primarily by Native Americans for travel, trade, fishing and gathering plant materials. Permanent and seasonal villages existed on both sides of the river to facilitate these uses, and many of these traditional uses are carried on today by local Native Americans.

Vegetation in bottomland and wetland forests was dominated by black cottonwood, Oregon ash and willow, along with shrubs, grasses and herbs. Denser, mixed-conifer forests of Douglas fir, big leaf maple, western red cedar, western hemlock, grand fir and red alder were in the West Hills and some parts of the east terrace. Foothill savannas of Oregon white oak and other trees were found on the east side of the river.

A variety of tools could be used to create, protect, restore and enhance Urban Habitat Corridors, including:

- Enhanced incentives or support to property owners for tree plantings, ecoroofs, native landscaping, and bird-friendly building design.
- Updates to the environmental overlay zones or codes to better protect existing resources, encourage habitat-friendly development and reduce risks to health and safety.
- Incentives, support or requirements for tree preservation.
- Land acquisition programs to protect natural systems, like the Willing-Seller Program along the Johnson Creek floodplain.
- Restoration programs such as the Watershed Revegetation Program.
- Streetscape improvement programs to construct bicycle and pedestrian facilities; allow for less impervious surface on low-traffic streets and to provide street trees and landscaping that help clean the air and manage stormwater.

3 SUPPORT A HEALTHY ENVIRONMENT

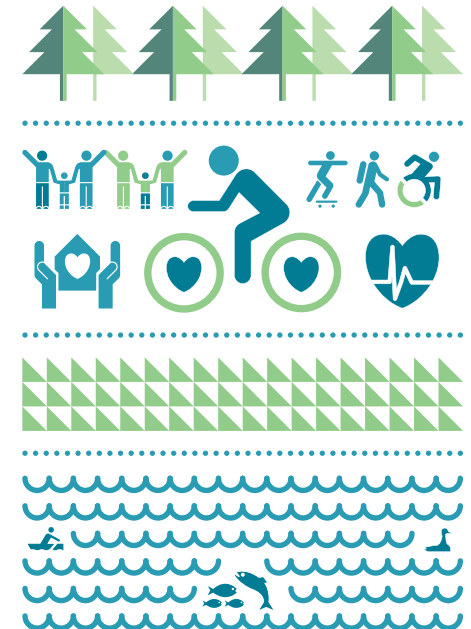
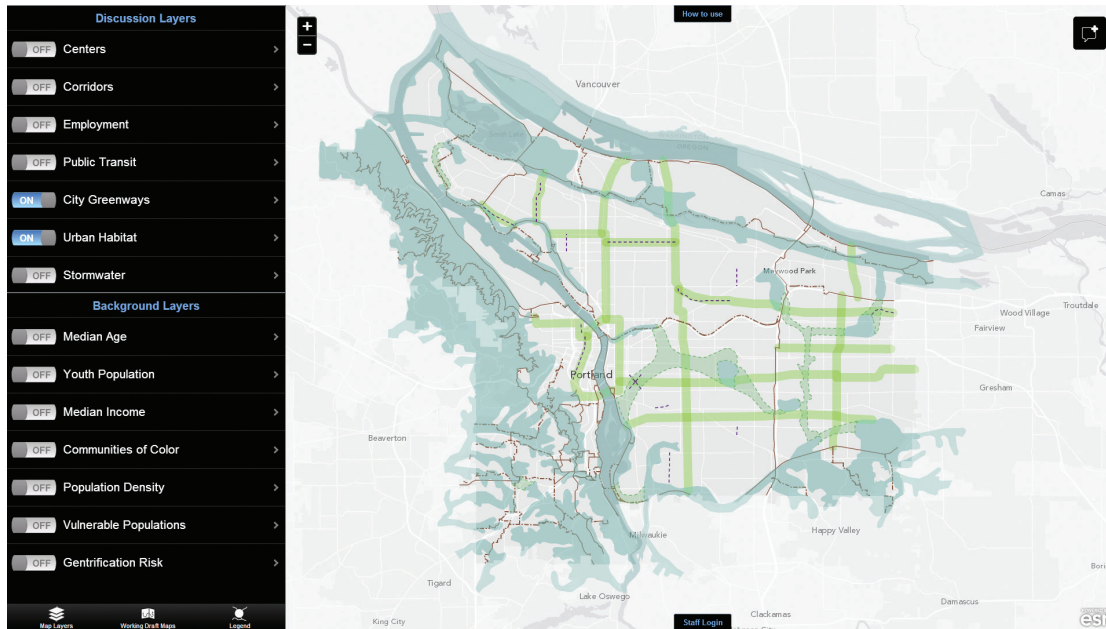
2. City Greenways connect people to nature and key community destinations, such as Town Centers, parks and rivers. They include trails along rivers and through natural areas, as well as green streets and parkways through more urban neighborhoods. They are a key part of the city’s network of connections — including sidewalks, local bikeways, green streets and trails. City Greenways work together to support active living by providing options for recreation and active transportation for people of all ages and abilities. They will also help improve access to transportation and recreation in underserved areas.

The proposed City Greenways network integrates distinct park, transportation, and stormwater networks, which will improve coordination of public investments so that they optimize public benefits and serve multiple purposes.

In the future, City Greenways will be created through the construction of bicycle, pedestrian and stormwater management facilities along a network of streets that will connect habitats and provide people with low stress connections to services, jobs and recreation areas. Illustrations of routes on the Urban Design Framework, future Goals and Policies; and programs identified in the Citywide System Plan will work together to create a network of City Greenways.

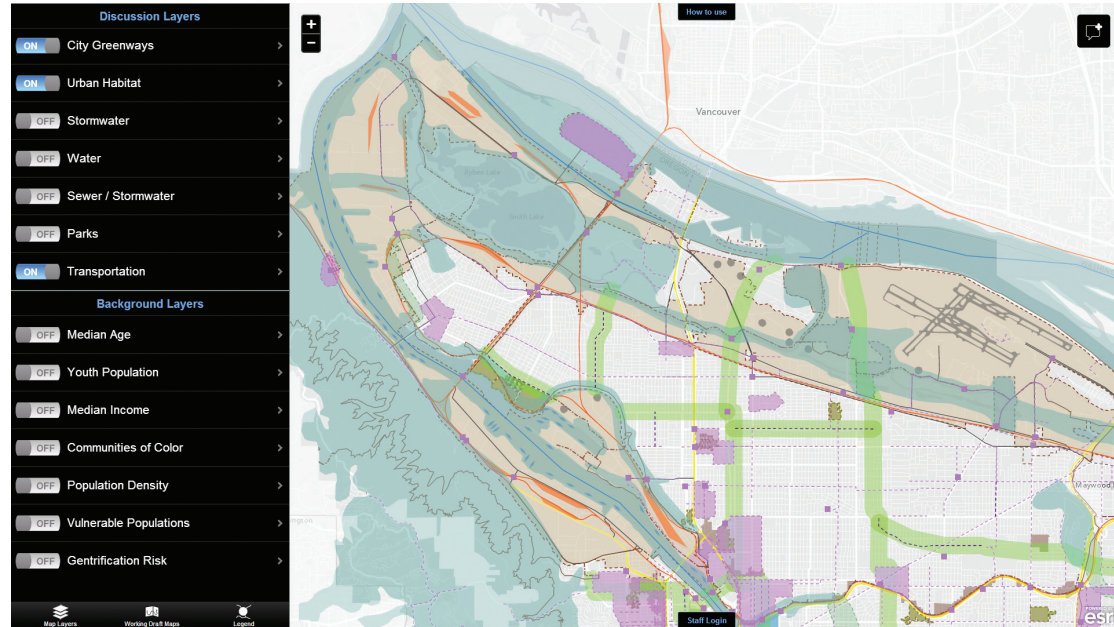
You can:

ON
Click on Map App Discussion Layer:
▶ **City Greenways**
▶ **Urban Habitat**
to recreate this map.



You can: Check out the Urban Habitat and City Greenways layers in the Map App. Pair this map with the Centers or Employment layers or with the Landslide and Flooding layers for a different perspective.

- Are the Urban Habitat Corridors in the right places? Would they provide good connections between existing habitat areas?
- Where would you adjust the boundaries of the Urban Habitat Corridors?
- Do the City Greenways connect to community destinations?
- Considering goals to improve watershed health and support job growth in the Columbia Corridor, should the City strengthen environmental regulations? Create incentives for eco-industrial site design? Attract less land intensive industrial businesses? Require more tree plantings?



You can:

- ON**
- Click on Map App Discussion Layers:
- ▶ Urban Habitat
 - ▶ City Greenways
 - ▶ Employment
 - ▶ Transportation
- and zoom to North Portland to recreate this map.

3. Manage stormwater with natural and built green infrastructure. Choices about where and how the city grows will have a substantial effect on stormwater management and environmental and watershed health. Likewise, how stormwater is managed affects environmental health, human health and safety and the price tag for public investments.

The amount of development allowed under current regulations in some parts of the city exceeds both the natural and built systems' capacity to manage stormwater and maintain environmental health. Overburdening natural and built stormwater systems can result in flooding, erosion, and damage to homes, business, roads, natural areas and streams.

3 SUPPORT A HEALTHY ENVIRONMENT

Two important ways the City can address stormwater management challenges:

- **Protect and enhance natural systems or natural green infrastructure** (like streams and vegetation), to manage stormwater, particularly in places with steep slopes and where water is not easily absorbed by the soil. Examples of places with these conditions are Southwest Portland and the buttes in the East Portland. In these areas it is both difficult and costly to install piped or other built stormwater systems. Many of these areas have fewer homes and businesses, which can make them costly to serve with more traditional infrastructure.
- **Build and require green infrastructure**, which includes street trees and engineered features like green streets facilities and ecoroofs. These features help cool the air and manage stormwater. Street trees and built green infrastructure are most often used in more developed areas like many of the inner neighborhoods and the Central City. Built infrastructure provides a way to manage stormwater, while also improving places for people to live, work and recreate. Green infrastructure improvements, reduce the amount of stormwater that has to be managed in stormwater pipes of in the combined sewer system.

The City could:

- Adopt growth management plans that focus growth in areas where infrastructure investments will reduce stormwater problems.
- Consider new tools for encouraging further greening on highly developed sites, like Seattle's Green Factor.
- Promote ecological-site design (e.g., ecoroofs, impervious surface limits, tree preservation) through incentives, education and design guidelines or development standards.
- Update environmental overlay zones to better preserve the natural stormwater system.
- Facilitate new cost-effective street standards for currently unimproved/gravel streets, allowing the new streets to include a narrower cross-section and less impervious area.

You can:

ON

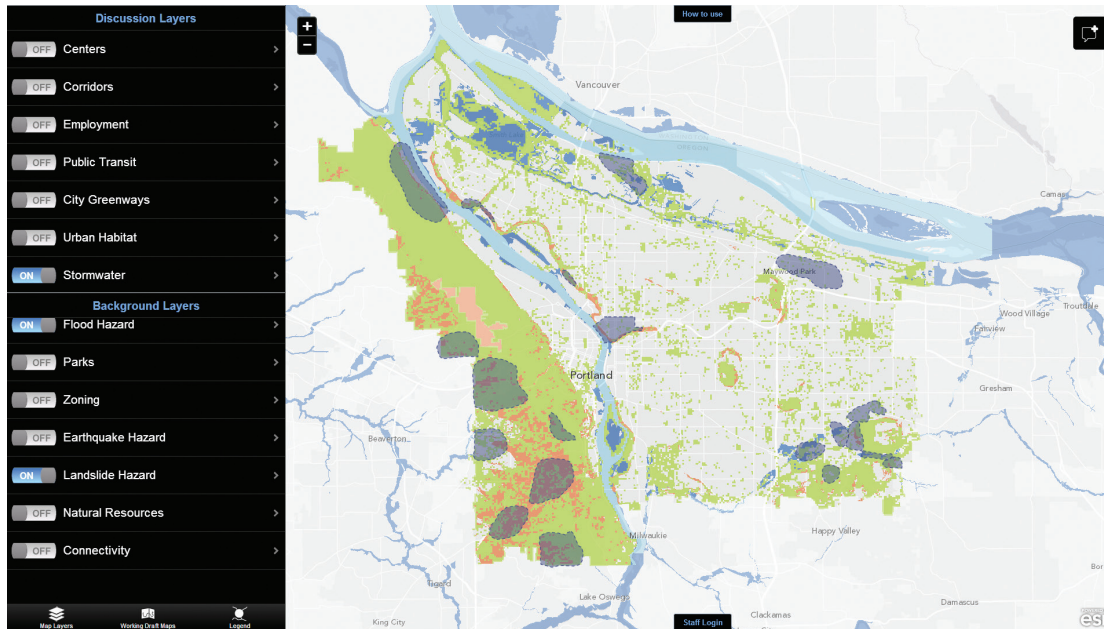
Click on Map App Discussion Layer:

- ▶ **Stormwater Management Challenges**

Background Layers:

- ▶ **Tree Canopy**
- ▶ **Landslide**
- ▶ **Flood**

to recreate this map.



You can:

Check out the Stormwater Management Challenges layer in the Map App which shows examples of areas where stormwater management challenges may cause problems for homes, businesses and the natural environment. The areas highlighted on the on the map are places where:

- ◀ The stormwater management system has limited capacity to manage stormwater runoff from existing development (buildings and pavement).
- ◀ There is the potential for significant future growth and development that could further exacerbate stormwater problems.
- ◀ There are important natural resources, substandard streets, and landslide or flood hazards, which would be affected by future development.



You can:

Go to the Map App and review Stormwater Management Challenges. Compare them with the Centers and Corridors and consider how Portland should balance these land uses as the city grows.

- Are there places where you would recommend focusing new growth, development and investment in infrastructure to improve stormwater management and overall watershed health?
- Are there places where you would recommend limiting or reducing future development to avoid future problems with stormwater management and overall watershed health?

Review the Citywide Systems Plan

The Citywide Systems Plan addresses infrastructure deficiencies, maintenance needs, safety risks and new public projects. It is a state mandated plan to provide public facilities to serve a growing population. It must comply with the Statewide Planning Goals and work within financial constraints.

The Citywide Systems Plan includes:

- An overview of infrastructure facilities and services.
- Issues and opportunities for improving service.
- Chapters on each of the City's infrastructure systems.
- A list of infrastructure projects in an appendix.

Many of those projects are also shown in the Map App. Each of the Working Draft Part 2 proposals has elements that will be part of the Citywide Systems Plan.

4

Reduce disparities and increase equity through strategic infrastructure investments.

As the City's plan to guide growth and investment for the next 20 years, the Comprehensive Plan must provide a framework to ensure Portlanders more equitably share in the benefits and burdens of growth and development, and recognize and take past inequities into account.

Not all communities in the city have access to basic infrastructure like sidewalks, developed streets, effective stormwater management systems, parks and open space. Often, it is low-income households and Portlanders of color who have inadequate services. With this Comprehensive Plan update, the City is highlighting the role that infrastructure investment can play in reducing disparities and increasing opportunity for all Portlanders.

What is an infrastructure investment and why is it important?

The City of Portland owns and maintains numerous facilities, from water pipes and reservoirs; to stormwater swales and sewers; to parks, streets and recreational trails. These are basic systems needed to protect the health, safety and well-being of Portland households and businesses. The ability to meet these basic service needs is critical. Infrastructure assets are valuable and represent generations of investment. They also require constant maintenance, repair and attention. In some areas, they highlight generations of disinvestment.

Caring for Portland's infrastructure

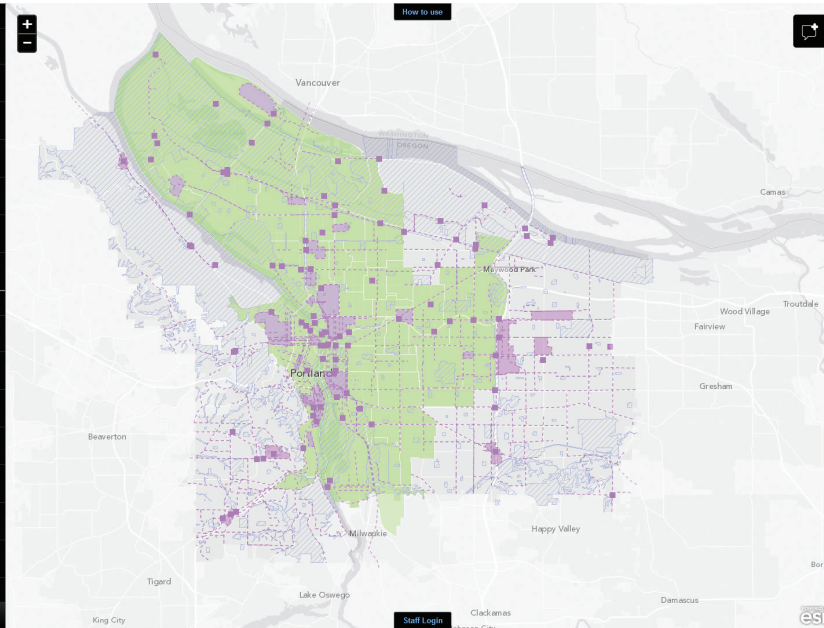
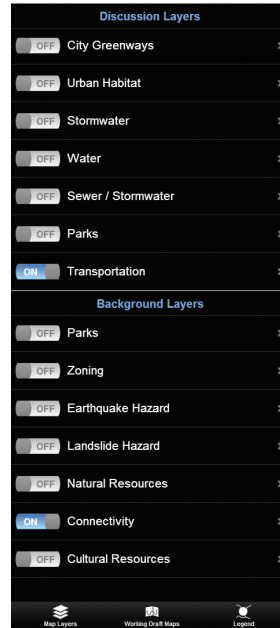
There are three types of core infrastructure concerns that service providers must always consider:

- **System maintenance** — This is about taking care of existing infrastructure so it can continue to meet community needs and work efficiently.
- **System deficiencies** — This includes determining where systems do not meet basic levels or needs, and analyzing who is and isn't being served. It is also about meeting state and federal requirements.
- **Future Needs** — This includes assessing which facilities need to be upgraded or replaced to avoid major problems or to meet growing demand.



Infrastructure equity means that all Portlanders have equitable access to infrastructure services that are appropriate to the context and the community.

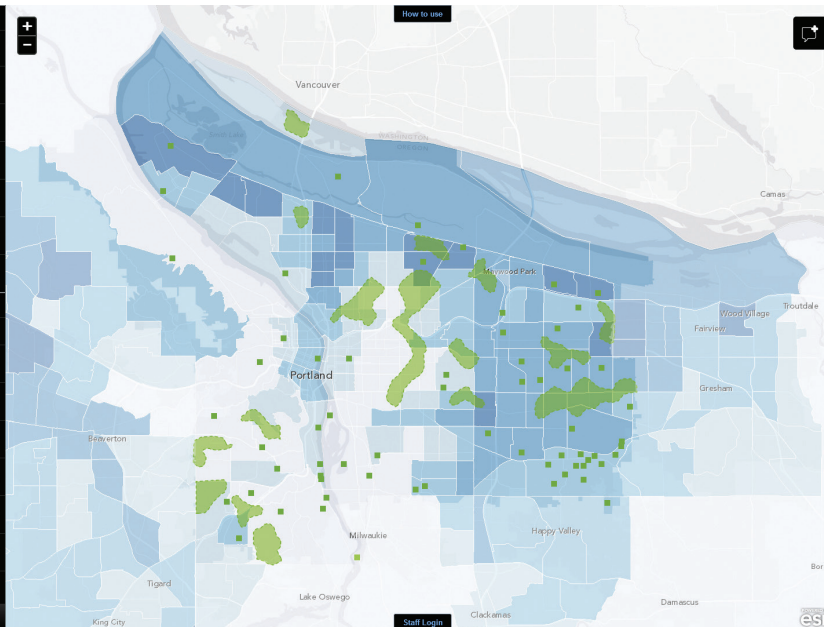
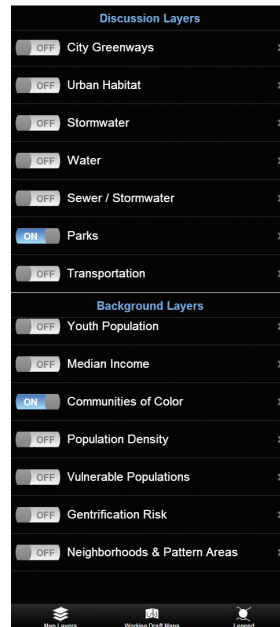
Achieving infrastructure equity does not require that every place have the exact same type of infrastructure, but it does mean that the benefits from community investments are distributed more equitably and that no group is overly burdened.



You can:



Click on Map App Discussion Layer:
 ► **Transportation**
 Background Layer:
 ► **Connectivity**
 to recreate this map.



You can:



Click on Map App Discussion Layer:
 ► **Parks**
 Background Layer:
 ► **Communities of Color**
 to recreate this map.

How will the Comprehensive Plan help the City reduce infrastructure disparities and improve equity?

There are three primary ways the City can assess infrastructure equity and reduce existing disparities in historically underserved communities:

- 1. Make infrastructure investments to fill gaps in service.** There are many areas of the city that currently lack complete infrastructure systems that meet the City’s official standards. For example, many streets in East Portland are not paved and/or do not have sidewalks. Filling these gaps will be particularly critical in areas where there are high numbers of underserved residents, vulnerable populations, or where there will be a lot of future growth.

The Working Draft Part 2 includes proposed City projects necessary to meet many service gaps over the next twenty years, while addressing maintenance and other system needs. Additional projects may also be necessary to provide desired levels of service to all of Portland’s communities — and projects will need to be prioritized to meet the communities’ goals and reflect funding realities.

In some cases this may require new approaches or funding sources. The policies in the Comprehensive Plan Working Draft Part 1 support exploring these approaches (like flexible street standards) to reduce barriers to providing infrastructure services.
- 2. Grow in areas that have high levels of service.** The City’s strategy of growing in centers and corridors focuses significant portions of the City’s future growth in areas that already have relatively complete streets, transit, parks, and other infrastructure, so more residents benefit from existing services. However, this approach must also consider the risks of displacement for existing residents and businesses. [See section one, which begins on page 9, for more information.](#)
- 3. View infrastructure investment decisions through an equity lens.** Progress can be made on infrastructure equity by employing a more equitable decision-making process. This process requires a critical analysis of Portland’s past decisions and challenging unconscious assumptions about how the City works. Equity considerations can be incorporated throughout the infrastructure investment decision-making process — from long range plans, like the Citywide Systems Plan, through project design and implementation. This approach considers a series of questions related to who benefits from an investment, who is burdened, who pays and who decides. Several City bureaus are developing tools to help ask and answer such questions.

Using an equity lens can help the City identify opportunities to prioritize where and when the City invests in infrastructure to ensure that low-income communities, communities of color and people with disabilities have more equitable access to infrastructure services.

Improve resiliency by preparing for climate change, earthquakes and other natural hazards.

Portland currently faces many natural hazards — including floods, landslides, fire and earthquakes — which could have environmental, economic and social impacts.

- Floods or landslides can disrupt roads and transit services, impacting commuting patterns and timely access to jobs or school, as well as the movement of commercial traffic and freight.
- Extreme heat events threaten personal health and reduce the viability of construction and other outdoor employment.
- A significant earthquake could threaten lives and seriously impact Portlanders' daily lives for an extended period of time.
- Climate change likely will make matters worse, as Portland's future climate will likely be characterized by hotter, drier summers with more heat waves (increasing the urban heat island effect and wildfires); and warmer, wetter winters (increasing the incidence of flooding and landslides).



Effectively managing risks involves assessing the likelihood or probability that a natural hazard will occur, as well as the potential consequences (e.g. injury or fatalities, environmental degradation, or economic loss). Certain populations, including low-income households, communities of color, renters and older adults may be less able to prepare for and recover from impacts from natural hazards and climate change.

Through the Comprehensive Plan, Portland can make choices about land use approaches and infrastructure investments to:

- Manage risks.
- Maintain critical infrastructure to ensure effective emergency and disaster response.
- Protect vulnerable populations.
- Adapt to a changing climate.

How can the Comprehensive Plan help manage risks?

1. **Encourage growth in lower-risk areas.** The Comprehensive Plan's draft Urban Design Framework generally focuses growth in centers and corridors located outside of high risk areas. In cases where risks can't totally be avoided, zoning and building codes often require additional measures to further reduce risk. For example, building codes for new buildings help improve earthquake safety. Similarly, building in an area with a steep slope may require additional engineering studies and construction practices to minimize landslide risks.

You can:

Go to the Map App and look at the Centers layer, along with Landslides and Flooding. Consider if new growth is focused in the right places to prepare for and manage risks.

You can:

ON

Click on Map App Discussion Layer:

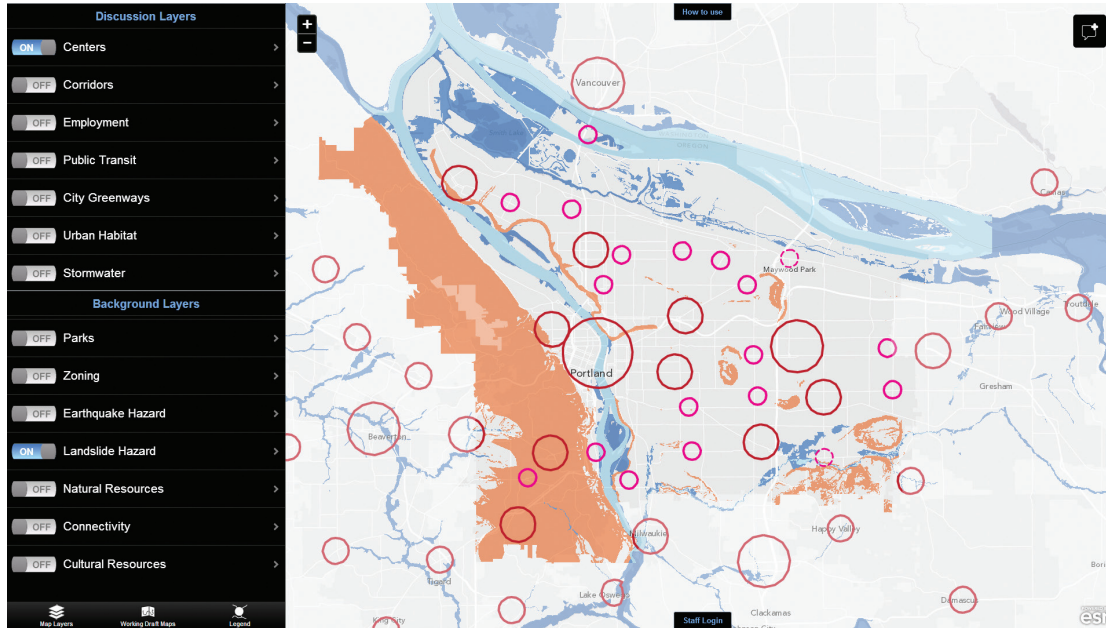
▶ **Centers**

Background Layers:

▶ **Landslide**

▶ **Flooding**

to recreate this map.



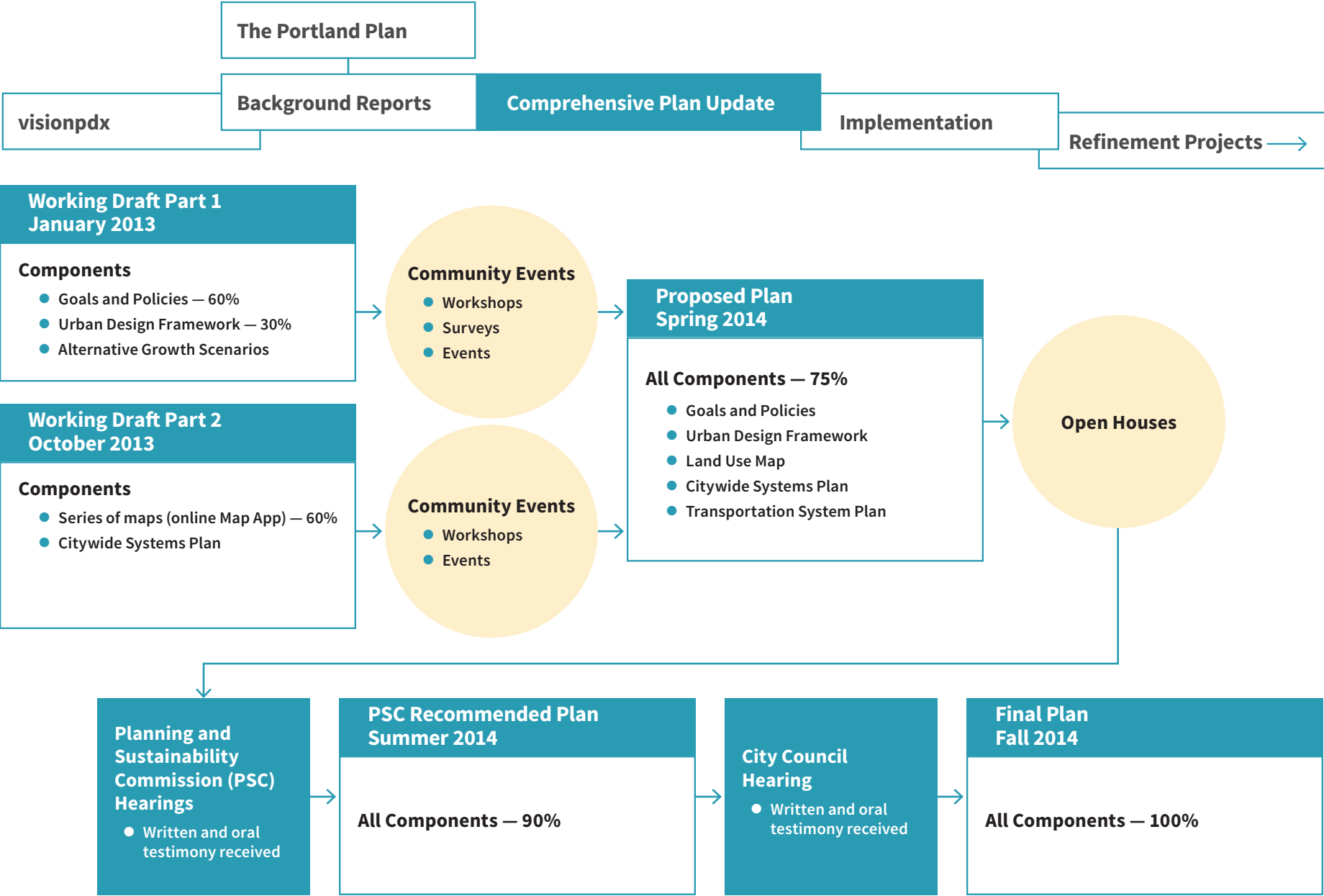
You can:

Go to the Map App and look at the layers for Transportation, Water and Parks, along with Median Income or Communities of Color.

- ◀ Are there additional infrastructure projects needed to reduce risks to residents, businesses or the environment or to protect particularly vulnerable groups?
- ◀ Are there proposed projects that should be prioritized with limited funding? Why?

2. **Protect and improve the city’s green infrastructure.** The potential Urban Habitat Corridors would protect and enhance the city’s green infrastructure, including streams, natural areas, and tree canopy, improving the ability of natural systems to withstand natural hazards. Green infrastructure and open space help minimize risks from flooding and help to cool the city — reducing the impacts from the urban heat island effect.
3. **Invest to reduce risks.** The Comprehensive Plan, including the Citywide Systems Plan, identifies infrastructure investments to reduce risks of infrastructure failure and protect the city’s ability to withstand and respond to a natural disaster.
 - **Critical infrastructure:** Improvements are planned to protect Portland’s critical infrastructure services such as drinking water, sewage treatment and bridges. These systems are necessary to protect the safety and security of Portlanders and support the region’s economy.
 - **Backup systems:** Many of Portland’s infrastructure investments help build resiliency through flexibility and redundancy. For example, infrastructure investments planned for Portland’s secondary groundwater supply in outer northeast Portland enables water to be provided when the primary Bull Run system needs to be supplemented.
 - **Complete neighborhoods:** Investments to create complete neighborhoods, including multi-modal streets, grocery stores and parks, can help improve the community’s resiliency to natural hazards by providing access to local services, offering multiple ways to get around and fostering community connections. Parks, community centers and other public buildings can also play a role in emergency response — as locations for cooling centers, emergency shelters, and communication centers.

Comprehensive Plan Update Process Summary



Get Involved!

At the Get Involved section of the
Comprehensive Plan Update website:
www.portlandoregon.gov/bps/pdxcompplan

Use the Map App:
www.portlandoregon.gov/bps/pdxcompplan/mapapp

Comment online:
www.portlandoregon.gov/bps/pdxcompplan

Send an email:
pdxcompplan@portlandoregon.gov

Write a letter:
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201

Call:
503-823-7700

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Accessible documents and events

Staff will make reasonable accommodations for people with disabilities. Please allow no fewer than five (5) business days for staff to prepare materials or notify us no fewer than five (5) business days prior to the event by phone, 503-823-7700; by the TTY line at 503-823-6868; or, by the Oregon Relay Service at 1-800-735-2900

How is the plan developed?

- **Background research:** Numerous background reports that cover a range of topics, from economic development to housing to natural resources and document existing conditions, significant trends and issues were adopted by the City Council in fall 2012.
- **Goals and Policies — Working Draft Part 1:** In January 2013 the Working Draft Goals and Policies were released for public review and comment. Feedback was collected online, at community workshops and meetings and from letters and email.

We are here!

Maps and Infrastructure (Citywide Systems) Plan — Working Draft Part 2: The Online Map App and the Infrastructure (Citywide Systems) Plan were released for public review this fall. Comments accepted through December 31, 2013.

What's next?

Proposed Draft — The Proposed Draft Plan will include Working Drafts Part 1 and 2, and reflect extensive technical analysis and the community input on the Goals and Policies, the maps and the Citywide Systems Plan. Look for the Proposed Draft in spring 2014.

Transportation System Plan — This plan will be developed based on the Working Draft community outreach and technical analysis. A draft for public review and comment will be available in spring 2014.

Recommended Draft — The Planning and Sustainability Commission will hold hearings to create the Recommended Draft, which the City Council will review and comment on.

Final Plan — This will include final versions of all the Comprehensive Plan components.

 Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
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