

... COMPREHENSIVE PLAN UPDATE ...

2035 Comprehensive Plan Proposed Draft

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July 2014

Portland's Comprehensive Plan Update
For more information, visit:
www.portlandoregon.gov/bps/pdxcompplan



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



City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Portland’s Comprehensive Plan Update proposes changes to create a prosperous, healthy, equitable and resilient city.

Visit www.portlandoregon.gov/bps/pdxcompplan or call 503-823-0195.

Implementing the Portland Plan: The Comprehensive Plan forwards Portland’s strategic priorities through land use.

Adopted in 2012, the City’s strategic plan, the Portland Plan, established four integrated strategies to guide Portland over the next 25 years: (1) A Framework for Equity, (2) Thriving Educated Youth, (3) Economic Prosperity and Affordability, and (4) Healthy Connected City. The 2035 Comprehensive is an implementing tool of the Portland Plan.

Para obtener más información, por favor llame al 503-823-0195.

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A letter from Susan Anderson

Director of the Bureau of Planning and Sustainability

On behalf of the Bureau of Planning and Sustainability and our many community and business partners, who participated extensively in its development, I am pleased to share the 2035 Comprehensive Plan Proposed Draft.

The draft 2035 Plan builds on dozens of community strategies and plans since 1980, including: the *Portland Plan*, *Climate Action Plan*, *Portland Economic Development Strategy*, *Parks 2020 Vision*, *Albina Community Plan*, *East Portland Action Plan*, *Watershed Management Plan*, *Central City Transportation Management Plan*, *1980 Comprehensive Plan*, and many others.

The draft 2035 Plan is Portland's long-range tool to guide growth, change, and improvements over the next 20 years. It will be a guide for the City as we leverage new investment and growth to ensure that Portland becomes more prosperous, healthy and resilient for everyone.

Much more than simply a map or new zoning code, the 2035 Plan provides a framework for the City to create opportunities for more jobs, affordable housing, a low-carbon economy, a clean environment, increased mobility and greater equity among Portlanders.

The draft plan was developed with extensive research, technical analysis and an enormous amount of community participation and knowledge. It includes goals and policies that set specific directions for future decision makers. It includes an Urban Design Framework (a map-based illustration of the vision for 2035) as well as a list of significant projects to direct major investments in public infrastructure — like streets, sidewalks and parks that keep Portlanders safe, mobile and healthy.

Please take this opportunity to review the draft 2035 Plan and provide your feedback to us in writing, on-line through the Map App, or through testimony at hearings that will be held by the Planning and Sustainability Commission throughout the fall. If you have specific questions or concerns about a policy or map designation, please give us a call at 503-823-0195.

The 2035 Plan is a roadmap to the future. Your comments are critical for helping to create a healthier, more resilient and prosperous city for us and future generations.

The draft 2035 Plan carries forward the best of the many successful approaches that Portland is known for internationally from the 1980 Comprehensive Plan. In addition, it considers new priorities and recommends that Portland find more advanced ways to:

- Create complete, healthy connected neighborhoods throughout the city to meet the needs of 120,000 new households.
- Ensure there is commercial and industrial land available to support 140,000 new jobs.
- Create a low carbon city that is energy and resource efficient and creates local jobs.
- Integrate public health and equity goals into land use policies.
- Improve resiliency and decrease development pressure in areas that lack public services or are susceptible to hazards, like flooding and landslides.
- Recognize that one size does not fit all, so we must plan and design distinctive areas of the city to fit local conditions.
- Promote affordable housing throughout the city in areas with good access to transit, grocery stores and shops, schools and other services.
- Improve natural areas and open space that help integrate nature into the city.
- Promote schools as multi-use facilities and assets that serve the whole community.

All the best,

COMPREHENSIVE PLAN COMPONENTS

Goals and Policies

Long-term aspirations for Portland and descriptions of the work that must be done to achieve them.

List of Significant Projects

A plan for public facility investments.

Comprehensive Plan Map

Land use designations for growth, development and conservation.

Transportation System Plan

Transportation policies, street classifications and street plan maps.

The 2035 Comprehensive Plan is a 20-year plan for the growth and development of Portland.

- It forecasts the amount and location of population and job growth.
- It guides where and how land is developed and conserved.
- It identifies what public investments are needed in infrastructure (such as streets, sidewalks, parks and stormwater management systems).
- It sets expectations for how and when community members will be involved in future land use plans and decisions.
- It helps coordinate policies and actions across City bureaus, and state and regional agencies.

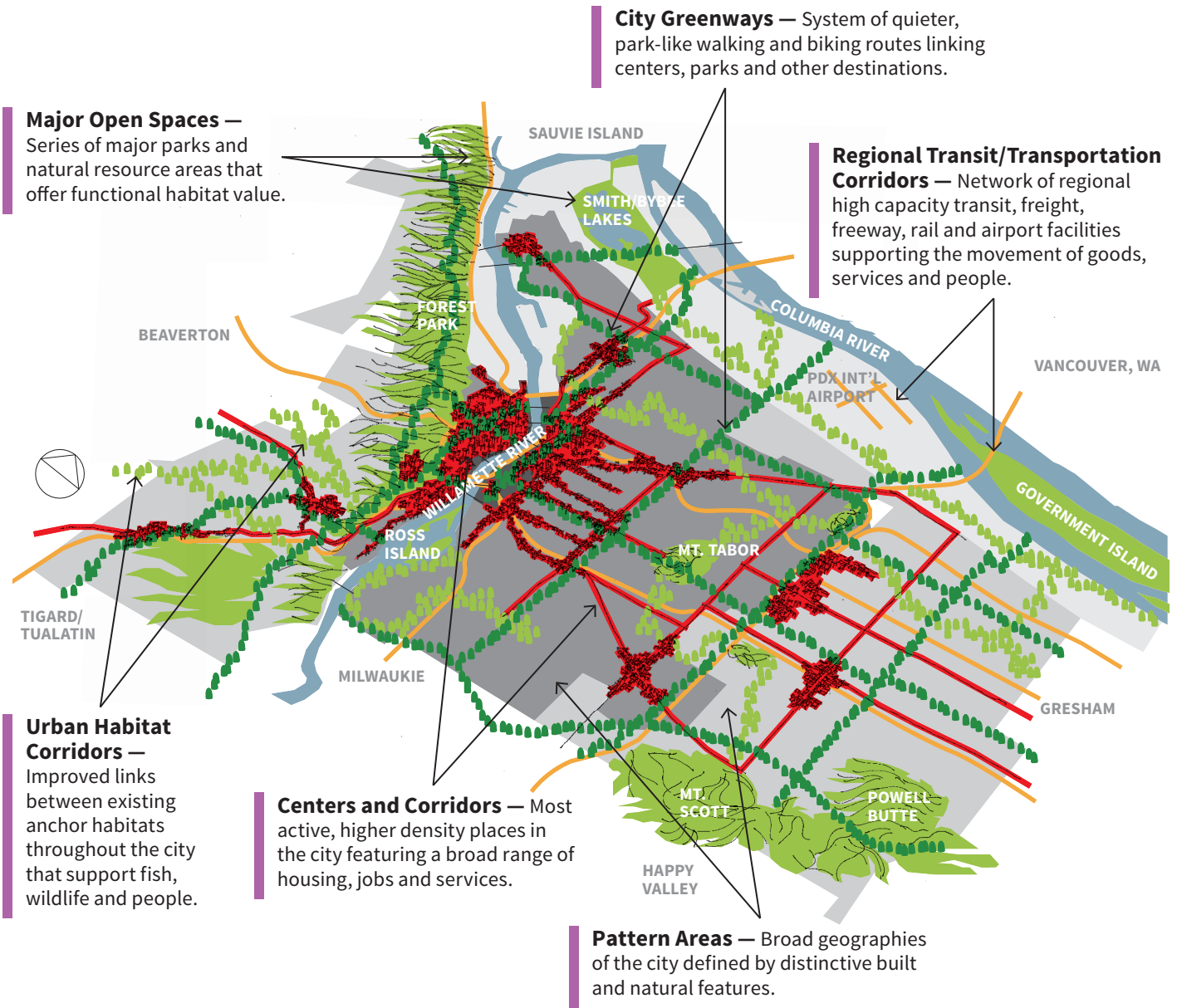
Why plan now?

- It's been 35 years since Portland wrote its first Comprehensive Plan.
- Portland is growing — 120,000 new households and 140,000 new jobs are expected by 2035.
- Portland is becoming a more diverse city and advancing equity is essential.
- Everyone needs access to jobs, services, gathering places and recreational opportunities.
- Preparation helps us be more resilient in a changing world.

This Comprehensive Plan offers an opportunity to leverage growth to create a more prosperous, healthy, equitable and resilient community for all Portlanders.

Urban Design Concept

A map of the vision for 2035.

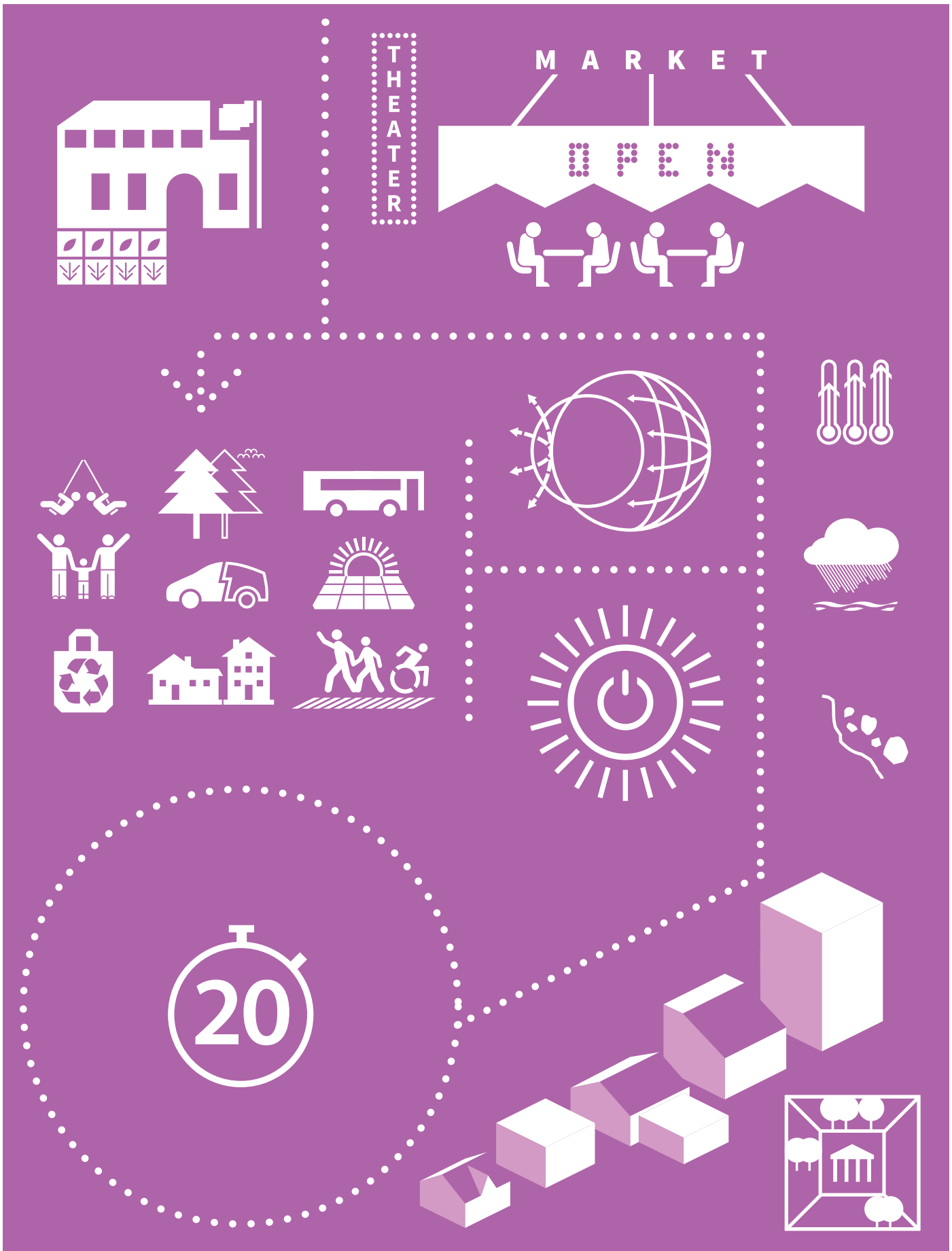


VISION FOR 2035

Portland is a prosperous, healthy, equitable and resilient city where everyone has access to opportunity and is engaged in shaping decisions that affect their lives.

Our diverse population, innovative businesses and forward-thinking leaders create a vibrant and unique community.

- A thriving low-carbon economy provides jobs and supports the prosperity of a diverse population.
- Portlanders feel more connected to each other, the city, and their communities and they are involved in community decisions.
- Nature is woven into the city, and a healthy environment sustains people, neighborhoods and wildlife.
- Distinctive neighborhoods and the vibrant downtown are safe, energizing civic and cultural spaces.
- Environmental risks are managed and resiliency increases, helping Portlanders prepare for change and recover from disasters.



Seven key directions to achieve the vision

These key directions are reflected throughout the plan in goals, policies and infrastructure investments and on the Urban Design Framework and the Comprehensive Plan Map.

- 1 Create complete neighborhoods:** Grow and invest in well-designed centers and corridors that support healthy living. Complete neighborhoods include shops and services, a variety of housing opportunities and have good pedestrian environments with access to bike and transit networks.
- 2 Encourage job growth:** Provide and increase the productivity of land, and infrastructure for businesses, institutions and industry to meet the needs of 140,000 new jobs citywide. Invest in industrial districts and the Central City, facilitate the growth of colleges and hospitals and support the success of small businesses in neighborhood business districts.
- 3 Create a low-carbon community:** Reduce carbon emissions in residential, commercial, industrial and transportation sectors. A new generation of buildings, infrastructure, technologies and energy systems that use 50 percent less fossil fuels will help mitigate climate change and create tens of thousands of jobs. This will also help reduce reliance on non-renewable energy that must be imported from outside the region.
- 4 Improve natural areas and open spaces:** Build city greenways and enhance and protect open spaces and natural areas. Trails, streets and open spaces connect pedestrians and bicyclists throughout the city, create pleasant places for rest and recreation, provide wildlife habitat and improve water and air quality.
- 5 Provide reliable infrastructure to equitably serve all parts of the city:** Build, maintain and upgrade public facilities. Public investments in streets and sidewalks, sewer lines and water facilities, parks, and stormwater and flood management improve health and safety. Focused investments in areas that do not have safe and plentiful facilities will increase access to opportunity.
- 6 Improve resiliency:** Prepare for climate change and reduce risks posed by natural hazards. Focus growth in lower risk areas, away from creeks and steep hillsides; build housing near transit and services; and provide open space, trees and stormwater to help reduce harmful flooding, cool the city on hot summer days and reduce health, safety and economic risks for households, businesses and the City.
- 7 One size does not fit all:** Plan and design to fit local conditions. Each area of Portland has distinctive and valued characteristics — natural features, community histories, patterns of development and types of buildings. Instead of following a one-size-fits-all approach, harness growth and change to enhance positive and valued community characteristics.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

1 Create Complete Neighborhoods



Grow and invest in well-designed centers and corridors.

Complete neighborhoods support health and increase access to opportunity.

They are places where people of all ages and abilities have safe and convenient access to more of the goods and services needed in daily life — where they can get to grocery stores, schools, libraries, parks and gathering places on foot or by bike.

They are well connected to jobs and the rest of the city by transit and have a variety of housing types and prices for households of different sizes and incomes.

Today, only about half of all Portlanders live in places with convenient, safe and walkable access to services. Often it is lower income Portlanders and people of color who are not able to live in healthy connected neighborhoods. Neighborhoods with amenities are increasingly becoming more expensive than other neighborhoods.

Growing in centers and corridors will help create an equitable and accessible network of healthy complete neighborhoods. Growing in centers and corridors, like Hillsdale and Sandy Blvd., allows more people the opportunity to live close to services, while strengthening neighborhood businesses.

A compact development pattern also helps reduce our environmental footprint, mitigate and prepare for the effects of climate change and maximizes the use of existing infrastructure.

There will be areas of stability and areas of change. Focusing growth in defined centers and corridors has many social, economic and community benefits. One of the benefits is that much of the future population growth and change will happen along existing mixed-use and commercial streets.

This will help preserve single-family residences throughout the city as the population grows. Portland is expected to grow by more than 120,000 more households by 2035. Today, Portland has more than 260,000 households.

This growth will help create more complete neighborhoods and expand access to services to more Portlanders, if it is focused in centers and corridors.

Why create healthy connected neighborhoods?

- Local convenience and healthy lifestyles
- Neighborhood business development
- Efficient and equitable public investment
- Lower household costs
- Energy efficiency and carbon emissions reduction
- More stable existing neighborhoods

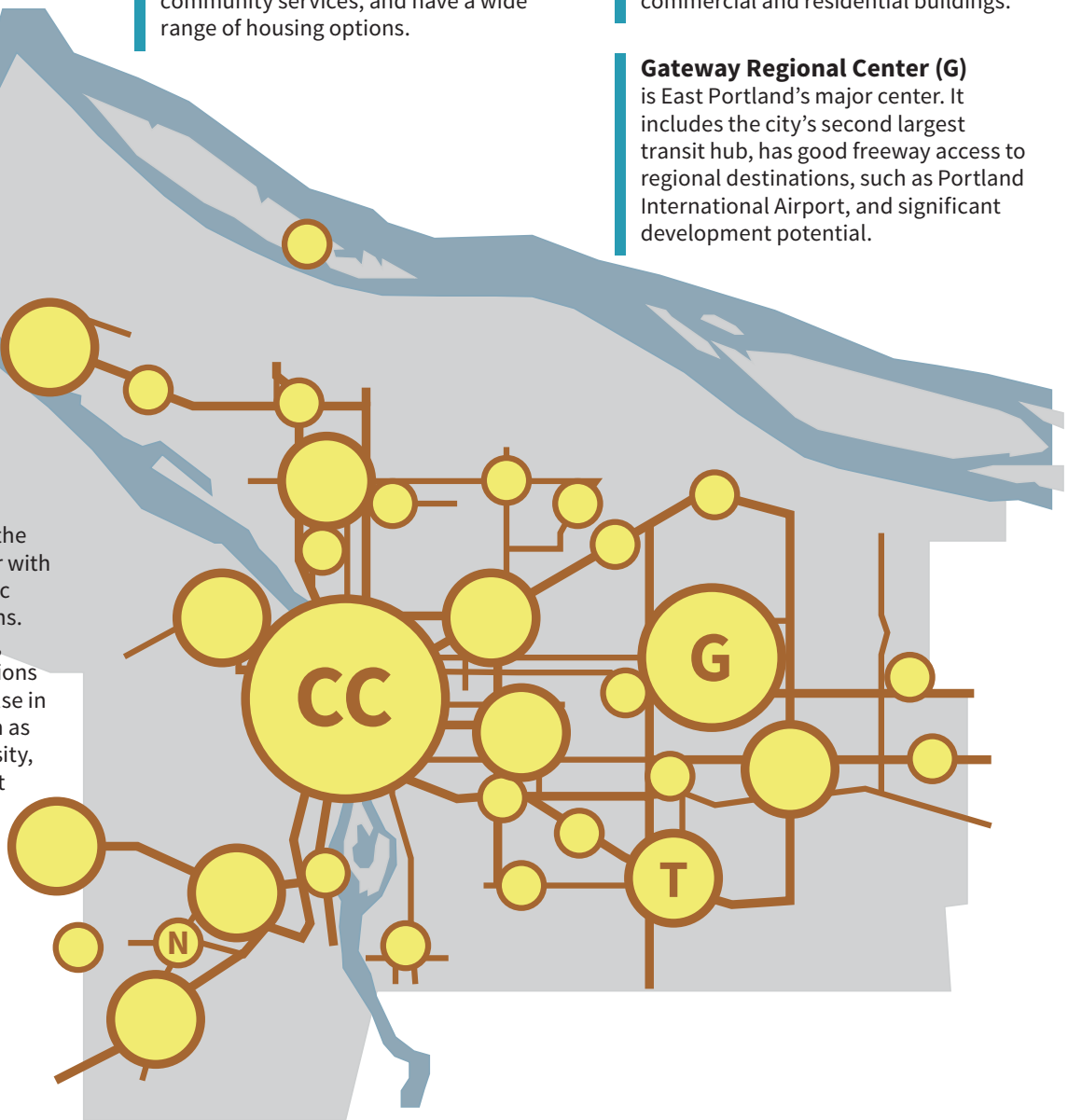
Types of centers and corridors

Town Centers (T), like Hollywood and Hillsdale, are located throughout the city and serve entire districts. They are typically anchored by employment centers or institutions, feature commercial and community services, and have a wide range of housing options.

Neighborhood Centers (N) are places like Mississippi Avenue or the inner SE main streets, like Division, Belmont and Hawthorne. They include a mixture of medium to higher density commercial and residential buildings.

Gateway Regional Center (G) is East Portland’s major center. It includes the city’s second largest transit hub, has good freeway access to regional destinations, such as Portland International Airport, and significant development potential.

Central City (CC) is the region’s biggest center with jobs, services, and civic and cultural institutions. It includes attractions, amenities and institutions not found anywhere else in the city or region, such as Portland State University, Tom McCall Waterfront Park and the Oregon Convention Center.



Civic Corridors are the city’s busiest, widest and most prominent streets, like Barbur and Powell Boulevards. They connect the city and the region and support the movement of people and goods across the city, with high levels of traffic and, in some cases, pedestrian activity. Civic Corridors can be great places for growth and transit-supportive densities of housing, commercial, or employment uses.

Neighborhood Corridors are narrower main streets that connect neighborhoods with each other and to other parts of the city. They support neighborhood business districts and provide housing opportunities close to local services, amenities and transit lines. They are streets that include a mix of commercial and higher-density housing development.

What could centers and corridors look like?

Inner neighborhoods



Portland's Pattern Areas, including Inner, Eastern and Western Neighborhoods, are defined in Key Direction 7.

What could centers and corridors look like?

Eastern neighborhoods



Today



Future

This visualization shows one way to transform the intersection of SE 122nd and Division Street, with high capacity transit, landscaping, prominent bike and pedestrian crossings to increase safety, housing and local food. The sidewalks are now buffered from the street and provide opportunities for gathering spaces.

Western neighborhoods



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KEY DIRECTION

2 Encourage Job Growth



Provide and increase the productivity of land and infrastructure for businesses, institutions and industry.

A robust and resilient regional economy, thriving local businesses, and growth in living wage jobs are all critical to ensuring household prosperity.

It is important to plan for the long term and make policies and investments that improve Portland's ability to weather economic change and improve household prosperity for all Portlanders.

Plan for a vibrant Central City. Address development issues that affect businesses and create the next generation of employment sanctuaries in the Central Eastside Industrial District to encourage job growth.

Improve access to living wage jobs in East Portland. Create more opportunities for a wide variety of small to medium sized office, creative services, craft manufacturing, distribution, and other neighborhood-compatible light-industrial businesses near freeways and along major streets.

Invest in brownfield clean-up. Portland has more than 900 acres of vacant and under-utilized brownfields, with nearly 550 acres in industrial areas. However, brownfields are often costly and difficult to redevelop. New public incentives that support brownfield remediation can leverage private investment to bring these contaminated properties back into productive use and increase the availability of usable industrial land, while reducing environmental risks.

Protect and use industrial land efficiently. Portland has limited, but precious employment land. To protect this resource, it is important to encourage businesses to grow on existing sites and stop commercial and residential encroachment on industrial land. Improving the movement of goods/freight within Portland is also essential to making better use of Portland's existing employment land, port terminals, the airport, and rail yards.

Plan for campus growth. Portland's colleges and hospitals are essential service providers, centers of innovation, workforce development resources and major employers. Planning for campus growth, while addressing neighborhood impacts, will help these economic engines thrive and promote neighborhood livability.

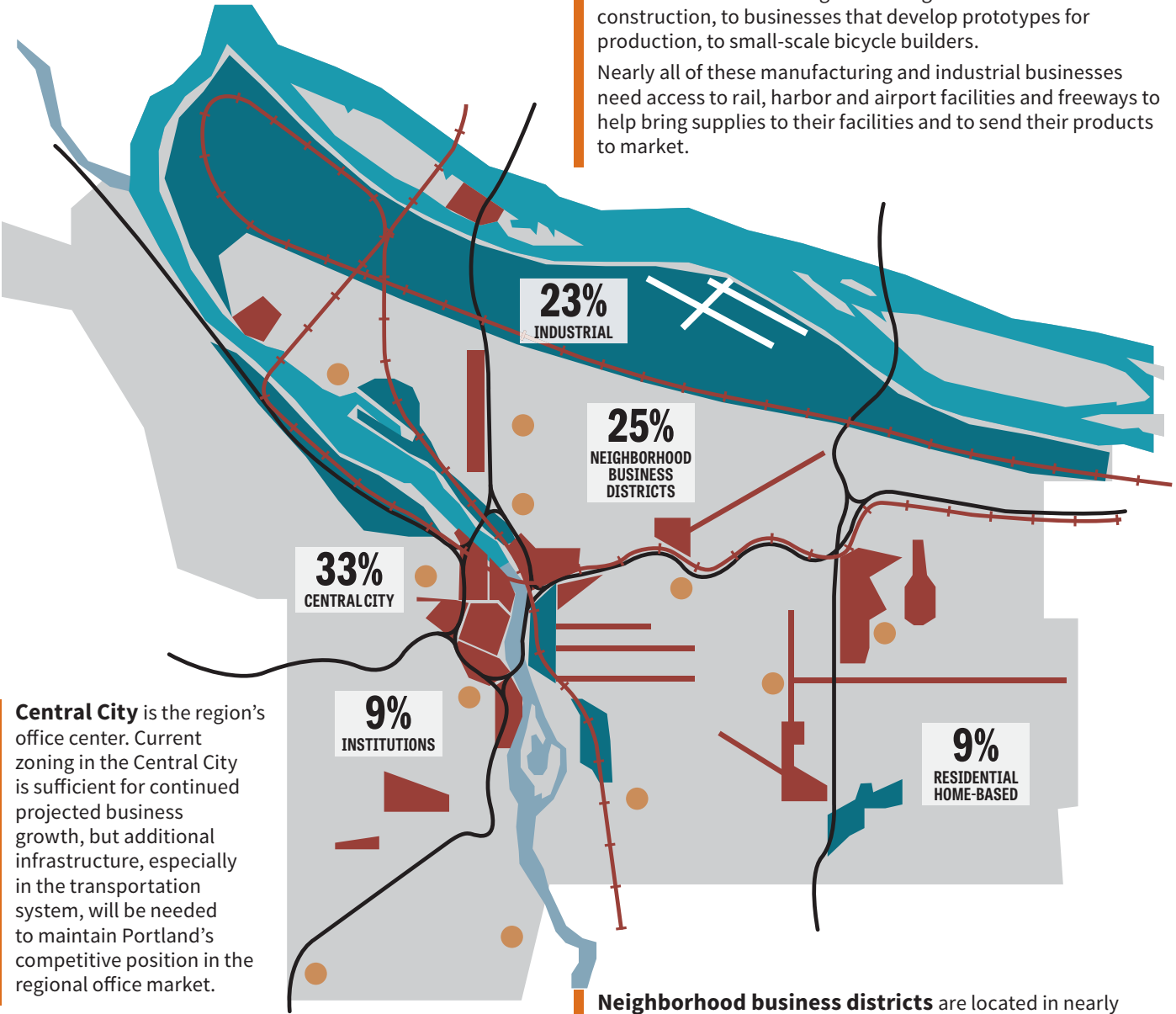
Support neighborhood business districts. Local business districts contribute to neighborhood character. They provide services and destinations within walking and biking distance of residential areas, supporting healthy complete neighborhoods. They also keep more local dollars circulating in Portland, improving prosperity.



Portland's employment sectors

Portland's economy is split across four broad sectors that concentrate in different places in the city.

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 more than 17,000 jobs. Industrial businesses range from barge and streetcar construction, to businesses that develop prototypes for production, to small-scale bicycle builders. Nearly all of these manufacturing and industrial businesses need access to rail, harbor and airport facilities and freeways to help bring supplies to their facilities and to send their products to market.



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.

Institutions (hospitals and colleges) are Portland's fastest growing job sector and they are expected to continue to grow. This plan includes policies that facilitate growth within existing institutional campuses and call for the creation of clear rules to maintain and improve neighborhood compatibility.

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.

Nine percent of jobs are **home-based businesses in residential areas.**

Business and job growth is influenced by the quality of the city as a place to live, the education system, the availability of capital and the natural and built environments.



Forecasts indicate that Portland will likely be home to 140,000 new commercial, industrial and institutional jobs between now and 2035.

In 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 vitality 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 supportive business environment.

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.

For example, in Portland, the self-sufficiency household income 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.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

3 Create a Low-Carbon Community



Reduce carbon emissions in residential, commercial, industrial and transportation sectors.

A low-carbon community is safe, healthy and resilient.

It is a place where transportation systems and buildings are highly efficient and affordable, and communities produce much of the electricity that is needed to power their homes and businesses from renewable sources. It is a place where buildings conserve and use scarce resources efficiently.

Next-generation industry designs and sells low-carbon technologies that help improve human and environmental health, while building a sustainable and resilient 21st century economy. Healthy complete neighborhoods help people complete daily errands without getting in a car and community gathering places foster connections. A low-carbon community is a self-reliant, self-sustaining and connected community.

Cities, as hubs for people and commerce, are a primary cause of carbon emissions, which cause global climate change. Communities, like Portland, present an essential opportunity to reduce emissions. To avoid potentially catastrophic impacts from climate change — including significantly increased temperatures, extreme weather and rising sea levels — climate scientists estimate that global carbon emissions must decline 50 to 85 percent below 2000 levels by 2050.

Portland has reduced per-person carbon emissions by more than 30 percent since 1990.

In this timeframe, even as the population grew by 30 percent, total community-wide emissions have dropped by more than 11 percent. Portland has adopted the goal of reducing total local carbon emissions by 80 percent by 2050, with an interim goal of 40 percent by 2030.

Successful carbon emissions reduction rests on a foundation of sound land use, transportation and infrastructure planning.

- Connect housing and employment with transit and complete pedestrian and bicycle networks.
- Maintain and repair streets and other transportation infrastructure to enable safe, efficient use by multiple modes of transportation.
- Use green infrastructure to effectively manage stormwater, clean water before it enters streams and rivers and help cool the city.
- Promote the development of resource-efficient buildings.
- Encourage high-efficiency, low-carbon energy sources, including solar, on-site electricity generation and shared district energy systems.

Why is a low-carbon community good for Portland?

- **Carbon-reduction solutions make businesses more efficient and competitive, and save residents money.** The products and services developed to respond to climate change — from energy efficiency to stormwater management — can be exported to other places. As the world transitions to a low-carbon economy and invests in climate-ready communities, being on the forefront of these solutions is good business.
- **A shift away from coal, oil and natural gas can have substantial indirect economic benefits.** Because Oregon has almost no fossil fuel resources, dollars spent on these energy sources contribute little to the local economy. By redirecting energy dollars to pay for efficiency improvements and non-fossil fuel energy, businesses and residents will spend more money locally, expanding markets for local products and services.
- **It supports healthy, active lifestyles and promotes human health.** Residents who can readily walk, bicycle and take transit are more physically active, resulting in direct health benefits. Low-carbon transportation also tends to reduce air pollution, resulting in additional health benefits for all residents.
- **Reducing energy use results in lower utility bills, relieving pressure on housing costs.** Similarly, it is more affordable to walk, bike or take transit than it is to own, fuel and park a vehicle.

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KEY DIRECTION

4 Improve Natural Areas and Open Spaces



Build city greenways and enhance and protect open spaces and natural areas.



Located at the confluence of two major rivers and between mountain ranges, Portland has a wealth of natural resources and a stunning natural setting.

This setting provides a beautiful home for people and provides important habitat for wildlife.

Today, Portland has an extensive public space system — streets, parks, trails, open spaces and natural areas. These public spaces link the city and the region. Some of them are big and busy, connecting people to jobs and businesses to businesses. Others, like the Springwater Corridor, are quieter pathways for walking, jogging or rolling. Places like Columbia Slough and Smith and Bybee Lakes, link natural resource areas for native species of birds, fish, pollinators and other wildlife. All of these connections help strengthen sense of place, support the movement of goods, people and wildlife, encourage active lifestyles and improve ecological health.

But, many of Portland's valuable natural resources are at risk. Urbanization has filled floodplains, causing seasonal flooding. Streams are unable to support healthy fish populations, and trees that reduce heat island effects and provide habitat are vulnerable to development. Without thoughtful intervention human and ecological health will suffer. This plan includes policies and investments to expand the public space system to increase mobility, access to services, and improve human and environmental health.

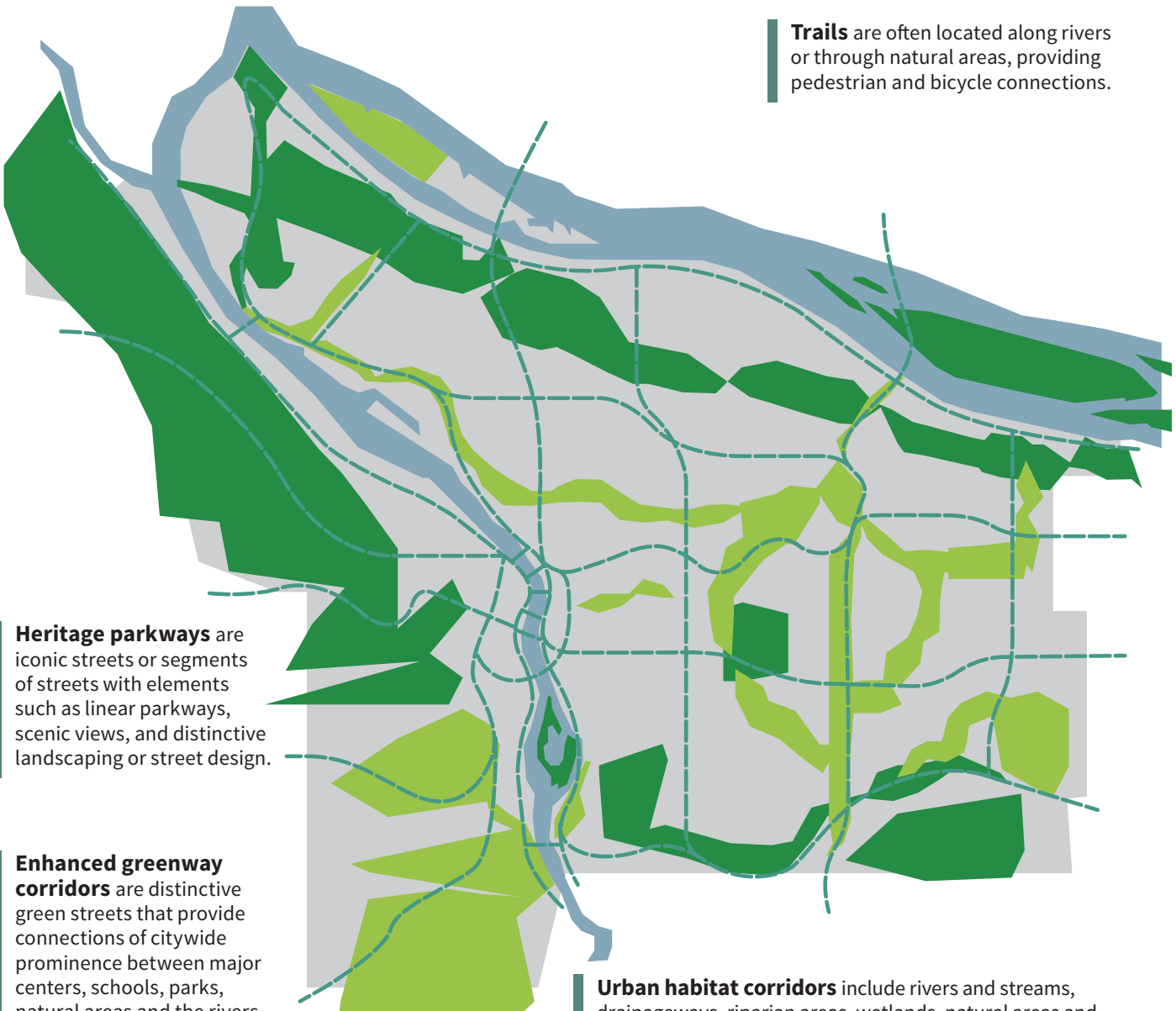
How people get around the city, how roads are built and the amount of open space affects human and environmental health.

- Safe, accessible and attractive streets, trails, parks and open spaces encourage active living and community interaction. They also make activities like walking, biking and using public transit the easy choice.
- Driving less helps reduce household costs, improves personal and environmental health, and helps lower emissions.
- Access to open spaces and parks increases opportunities for recreation, relaxation and learning.
- A transportation network that integrates nature into neighborhoods increases access to the outdoors, provides corridors for wildlife movement, and helps manage and clean stormwater.

Portland's greenway and habitat corridors

City greenways and habitat corridors will expand Portland's system of streets, parks, trails, open spaces and natural areas to better connect people, places, water and wildlife. This network will also improve human and environmental health.

Trails are often located along rivers or through natural areas, providing pedestrian and bicycle connections.



Heritage parkways are iconic streets or segments of streets with elements such as linear parkways, scenic views, and distinctive landscaping or street design.

Enhanced greenway corridors are distinctive green streets that provide connections of citywide prominence between major centers, schools, parks, natural areas and the rivers.

Neighborhood greenways are an extensive network of low motor vehicle traffic streets prioritized for bicycles and pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.

Urban habitat corridors include rivers and streams, drainageways, riparian areas, wetlands, natural areas and upland habitats. There are two types of habitat corridors, existing and potential. Existing corridors generally include and build upon areas identified in the City's Natural Resources Inventory. Potential corridors generally include areas outside those identified in the inventory, but are places where it would be beneficial to weave nature into the city and link to other habitat areas in the city and the region.

These natural and built areas provide safe, healthy places for resident and migratory fish and wildlife. They also clean and store water, reduce landslide and flooding risks; and provide places for people to learn, play and experience nature.



Natural resources can perform important services. They clean Portland's air and water, stabilize hillsides, soak up rainwater and manage flood waters, and they add to the sense of place and community.



Salmon, beaver, deer, elk and more than 200 species of birds — including bald eagles and peregrine falcons — live or travel through Portland.

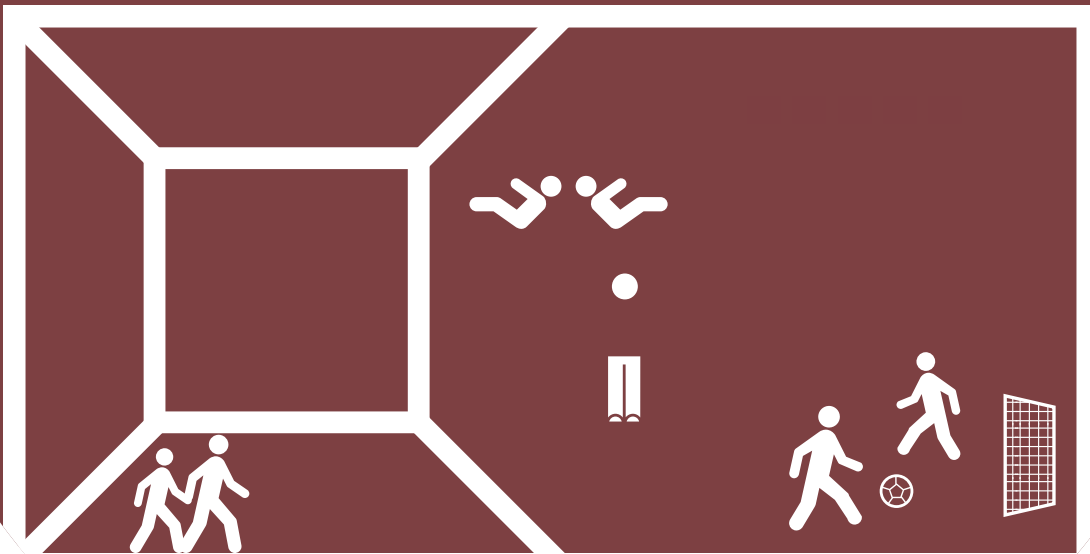
Prior to European settlement, the Willamette River was used primarily by Native Americans for travel, trade, fishing and gathering plant materials. Permanent and seasonal villages existed on both sides of the river to facilitate these uses, and many of these traditional uses are carried on today by local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

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KEY DIRECTION

5 Provide Reliable Infrastructure to Equitably Serve All Parts of the City



Build, maintain and upgrade public facilities.

High quality basic services are essential to Portland's future success.

Infrastructure, like sidewalks, developed streets, stormwater management systems and parks and open space, ensure that Portlanders can move around the city, recreate, drink clean water and have reliable sewer service. They also help protect the environment and support the city's economy. However, not all communities in the city have access to basic services. Disproportionately, low-income households and Portlanders of color have inadequate services.

Portland's population is expected to grow over the next 20 years by more than 120,000 households. The City will need to maintain, upgrade and expand existing transportation, parks, water, sewer, stormwater and public safety systems to make sure they meet the needs of current and new residents and businesses.

Filling gaps in service is key to addressing equity. In the 2035 Comprehensive Plan, the City of Portland is declaring an intention to reduce disparities and increase opportunities for more people by investing in infrastructure.

The List of Significant Projects and the Citywide Systems Plan are two documents that directly relate to infrastructure.

- **The List of Significant Projects** includes the City's planned infrastructure projects for the life of the Comprehensive Plan. These investments are necessary to meet the transportation, sewer, stormwater and water needs of Portland's current and future residents and businesses.
- **The Citywide Systems Plan** guides infrastructure investments to address deficiencies, maintenance needs and safety risks. It includes the state-mandated public facilities plan to provide public facilities to serve a growing population.



What is infrastructure investment and why is it important?

The City of Portland owns and maintains numerous facilities, including water pipes and reservoirs; stormwater swales and sewers; parks, streets and 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 needs is critical. The City's infrastructure assets are valuable and represent generations of investment. They also require maintenance, repair and attention. In some areas, they have eroded due to years of disinvestment.

Caring for Portland's infrastructure

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

- 1. System maintenance** — Take care of existing infrastructure so it can continue to meet community needs and work efficiently.
- 2. System deficiencies** — Determine where systems do not meet basic levels or needs, and analyzing who is and is not being served. It is also about meeting state and federal requirements.
- 3. Future needs** — Assess which facilities need to be upgraded or replaced to avoid major problems or to meet growing demand.

As Portland continues to grow up rather than out, maintaining existing infrastructure becomes increasingly important.

Using an equity lens when making infrastructure decisions. Progress can be made on infrastructure equity by employing a decision-making process including an equity analysis of Portland's past decisions and challenging unconscious assumptions about how the City works.

Equity considerations can be incorporated throughout the infrastructure 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 now taking the first step to develop tools to help ask and answer such questions. An equity lens helps 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 equitable access, especially to sidewalks, parks and safe streets.

Addressing gentrification and displacement.

Neighborhood improvements are often accomplished through public and private investments that increase a neighborhood's livability. This can benefit existing residents through better access to shopping and services, improved neighborhood walkability and better transit service. This also will enhance a neighborhood's attractiveness to new residents. Greater demand for housing and commercial space can increase property values and costs for residents and businesses.

For many, neighborhood revitalization is a positive change. For others, it provokes concern that Portland is becoming less affordable. In some circumstances revitalization becomes gentrification where the negative consequences

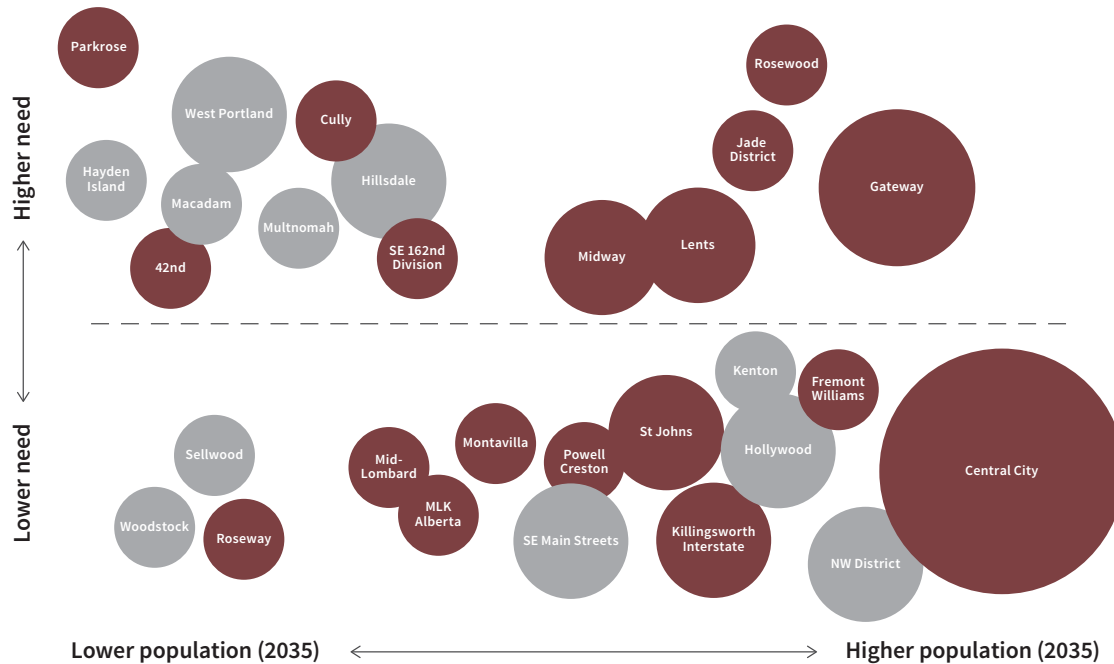
outweigh the benefits. These consequences include involuntary displacement of lower income households and a change in the ethnic and racial make-up of a neighborhood's residents and businesses.

Gentrification and displacement are long-standing issues in Portland and will continue to be issues as the city grows. The relevant policies in the Comprehensive Plan include those that seek to preserve affordable housing and local businesses; increase the supply of affordable housing in gentrifying neighborhoods; and increase household and businesses assets to improve their ability to stay in their neighborhoods.

Investment strategies for complete centers

1. Invest to reduce disparities

2. Invest to enhance neighborhoods and accommodate growth



3. Respond to opportunities and maintain existing services

4. Fill service gaps and accommodate growth

Circle sizes correspond to center types: Central City (largest), Gateway Regional Center, Town Center and Neighborhood Center (smallest). Darker circles indicate that the center includes higher than average concentrations of vulnerable residents, such as renters, communities of color, households with low median incomes and/or low education levels.

An intentional investment strategy is essential.

Portland’s neighborhoods vary in size and local conditions. The Comprehensive Plan supports four investment strategies that tailor the type of investment to local needs and context.

1. Invest to reduce infrastructure disparities and improve livability.

This strategy is appropriate for places that are not expected to grow significantly, but that have existing infrastructure deficiencies. Investments could fill gaps in streets, bicycle and pedestrian routes, and create local parks. Economic development programs could support existing and new businesses, and improve neighborhood prosperity and vitality.

2. Invest to enhance neighborhoods, maintain affordability and accommodate growth.

This strategy is aimed at places that lack basic infrastructure or services and that have many residents now, or will in the future. Investments could include improving streets, creating new parks, and addressing other deficiencies. Economic development programs could preserve and increase jobs, businesses and community services in the area.

3. Invest to respond to opportunities and maintain existing services.

In these areas, investments focus on maintaining livability and existing infrastructure as well as responding to opportunities.

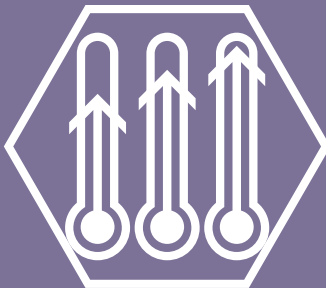
4. Invest to fill service gaps, maintain affordability and accommodate growth.

Some places have already benefited from public and private investments in things like light rail, complete streets and neighborhood business districts. Future investments should focus on making sure that infrastructure can serve new residents by filling remaining service gaps and providing affordable housing.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

6 Improve Resiliency



Prepare for climate change and reduce risks posed by natural hazards.

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

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. Intentional decisions to reduce risk for all, but particularly vulnerable populations, is critical to increasing equity and safety.

Encourage growth in lower-risk areas. Focusing growth in centers and corridors and reducing density in parts of East and West Portland, where there are greater risks for landslides and floods, will help improve safety and resilience.

A significant earthquake could also threaten lives and seriously affect Portlanders for an extended period of time. 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.

Develop green infrastructure. Trees, natural areas, stormwater swales and open spaces make up what is referred to as Portland's green infrastructure. Green infrastructure helps 1) minimize risks from flooding and landslides, 2) cool the city — reducing the impacts from urban heat island effects, and 3) create an overall healthier and more pleasant environment for people.

Invest to reduce risks. The city's ability to withstand and respond to natural disasters depends heavily on the strength and resilience of the street, bridge and water systems. Improvements are planned to protect Portland's critical infrastructure services such as drinking water, sewage treatment and bridges. These systems are necessary to protect Portlanders' safety and security and support the region's economy.

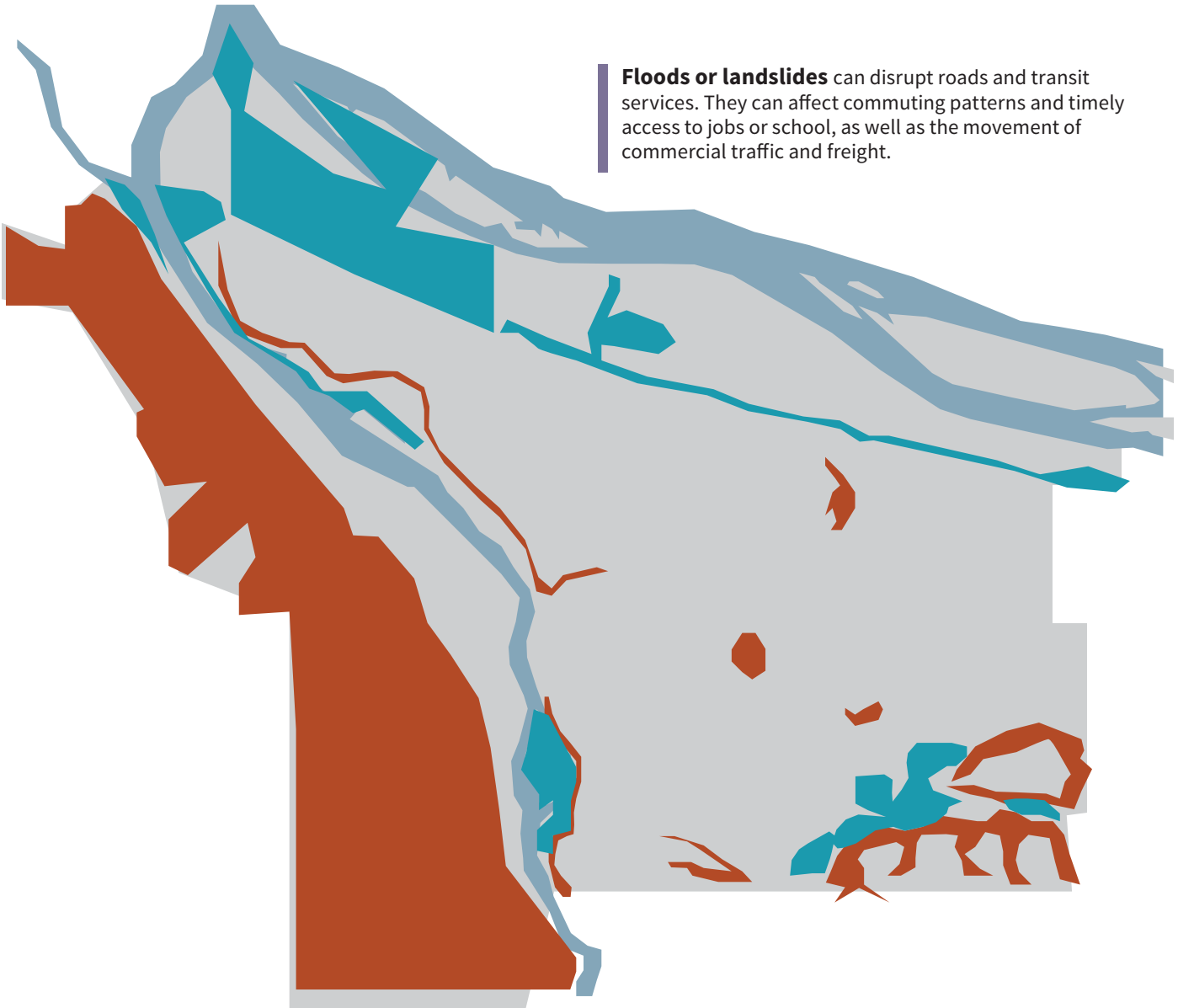
- **Backup systems:** Many of Portland's infrastructure investments help build resilience through flexibility and redundancy. For example, infrastructure investments planned for Portland's secondary groundwater supply in outer northeast Portland enables water to be provided when the primary Bull Run 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 resilience 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.

Resilience is important in the face of change. Planning and investing to reduce risk and vulnerability will increase Portland's ability to withstand and bounce back from environmental, economic and social challenges that may result from major hazardous events. And, it will enable Portland to become stronger over time.

Managing risk improves resiliency

Effectively managing risks involves assessing the likelihood that a natural hazard will occur, as well as the potential consequences, such as injury or fatalities, environmental degradation, or economic loss.

Floods or landslides can disrupt roads and transit services. They can affect commuting patterns and timely access to jobs or school, as well as the movement of commercial traffic and freight.

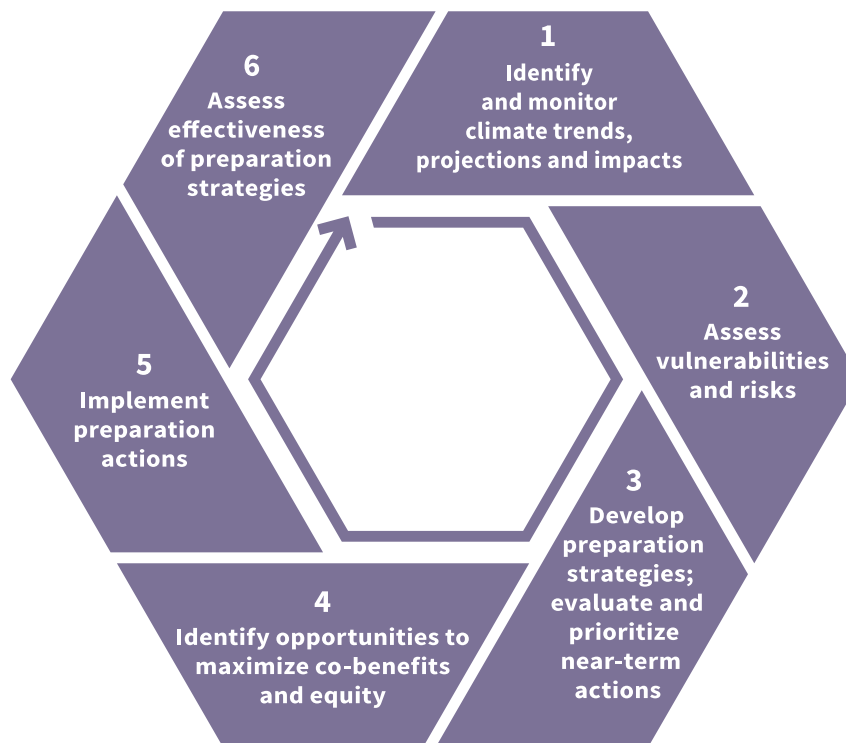


Climate change presents an unparalleled challenge

Climate change needs to be routinely considered in virtually all aspects of the City's work, including setting policy, making budget decisions, updating code, investing in infrastructure, delivering health services, and preparing for emergencies.

The 2035 Comprehensive Plan weaves policies and investments to respond and prepare for climate change throughout each component.

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).



This diagram summarizes the adaptive management planning process the City of Portland is using to prepare for climate change.

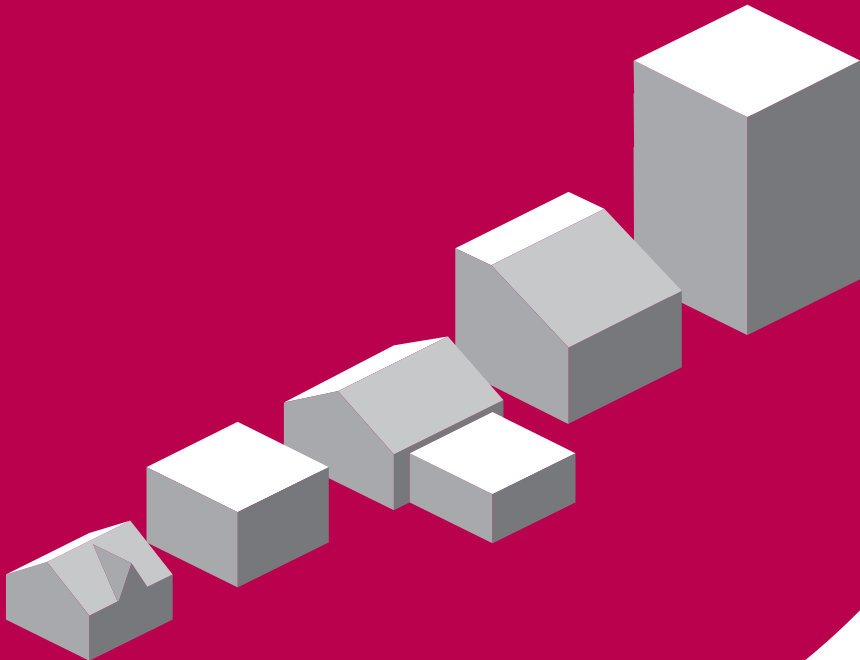
Land use policies and infrastructure investments can be used to:

- Reduce carbon emissions from transportation and buildings.
- Ensure effective emergency and disaster response by maintaining and building new, stronger and more resilient infrastructure and public buildings.
- Protect vulnerable populations from hazards.
- Provide room to manage higher volumes of stormwater.
- Add greenspaces to help cool the city during hotter summers.

... COMPREHENSIVE PLAN UPDATE ...

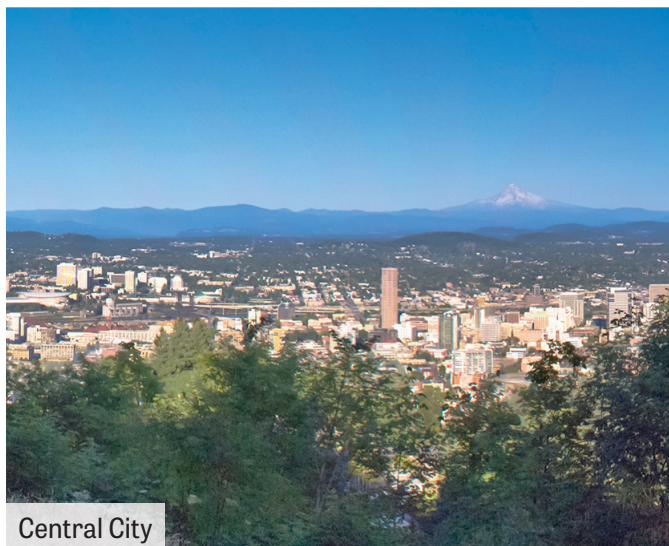
KEY DIRECTION

7 One Size Does Not Fit All



Plan and design to fit local conditions.

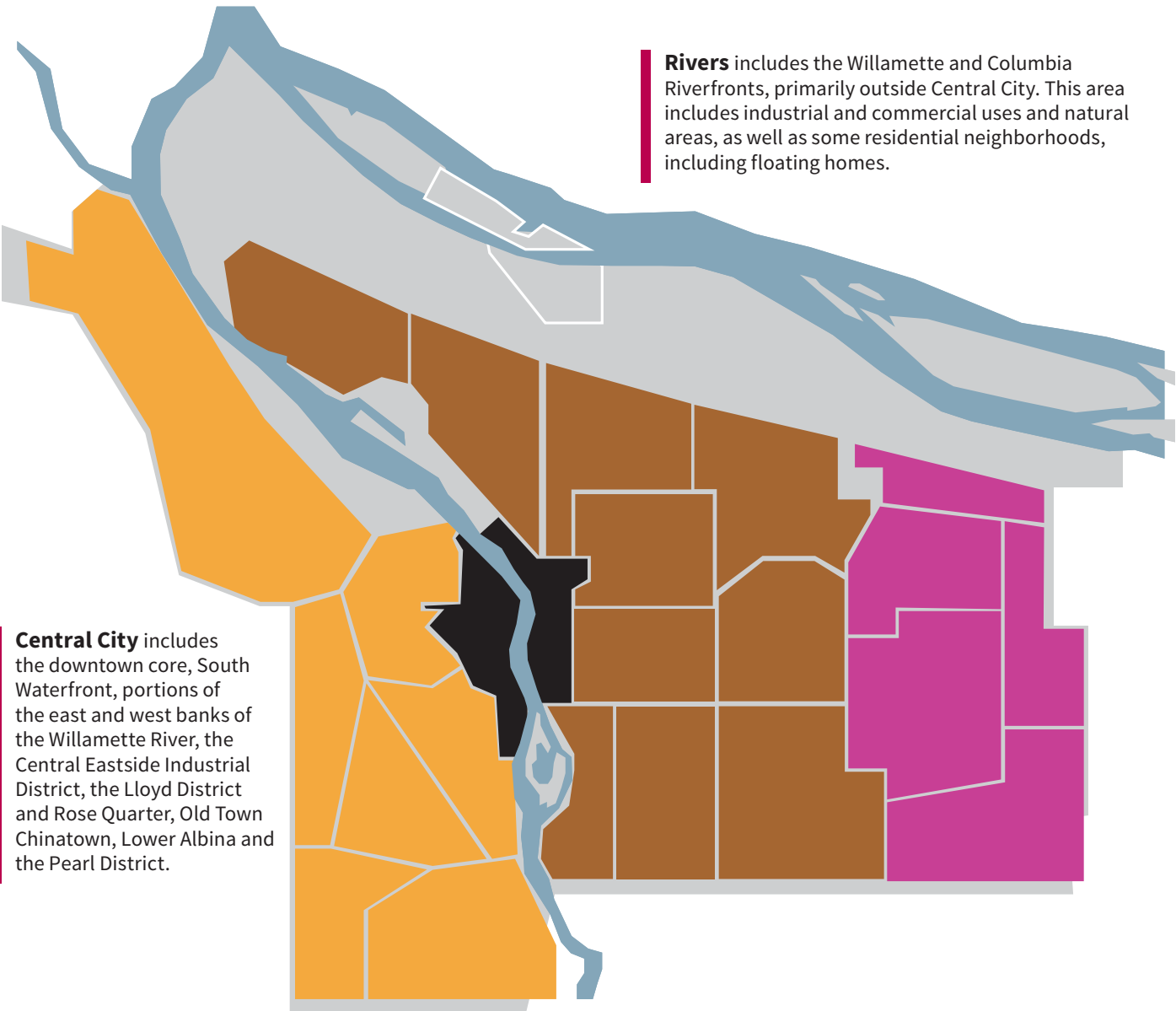
As Portland grows in population and jobs, it will be essential to implement projects and programs that meet each area's specific needs.



Portland has five major pattern areas: Inner Neighborhoods, Eastern Neighborhoods, Western Neighborhoods, Central City and Rivers. Each area has unique needs and characteristics.

Respect and enhance local context

The diversity among Portland’s Pattern Areas is part of what makes Portland vibrant and engaging for residents and businesses alike. Maintaining the unique identities of these areas will help keep Portland distinctive and captivating.



Rivers includes the Willamette and Columbia Riverfronts, primarily outside Central City. This area includes industrial and commercial uses and natural areas, as well as some residential neighborhoods, including floating homes.

Central City includes the downtown core, South Waterfront, portions of the east and west banks of the Willamette River, the Central Eastside Industrial District, the Lloyd District and Rose Quarter, Old Town Chinatown, Lower Albina and the Pearl District.

Western Neighborhoods include all areas west of Central City, including the Portland Hills and extending into the Fanno and Tryon Creek basins.

Inner Neighborhoods extend from Lents to St. Johns to Northwest Portland. This area generally includes neighborhoods that were developed in an historical “streetcar era” pattern.

Eastern Neighborhoods encompass all of Portland east of Interstate 205 from the Columbia Corridor to Portland’s southern and eastern boundaries. It also includes parts of the Cully and Brentwood-Darlington neighborhoods.

Central City is the state’s business and commercial center and an employment center for many Portland residents. It is home to major institutions and universities and is a regional cultural hub. Its mixed-use areas and connections to the regional multimodal transportation network, make it easier for downtown workers and the quickly growing number of residents that walk, take transit or bike to work to meet their daily needs.

New development should help the Central City continue to be the major center for job and household growth over the next generation. Its increasing residential population will need more diverse housing options, public school capacity and community facilities, as well as continued investment in business and employment growth.

Western Neighborhoods have many parks, streams, ravines, forested hillsides and an extensive trail system that provide a unique green network. Residential densities are relatively low. Sidewalk and street connectivity is relatively poor.

New development in Western Neighborhoods should respond to the area’s hilly topography, streams, ravines and forested slopes, and prevalent views. The area could benefit from stronger local-serving walkable commercial hubs, better pedestrian and bike connections, and restored habitat corridors.

Eastern Neighborhoods have a mix of urban and suburban development, towering Douglas Firs and buttes. The area has a significant concentration of households with children, but has poor street and sidewalk connections and a lack of developed neighborhood parks and local services.

New development in Eastern Neighborhoods should enhance the area’s distinctive mix of building types, improve connectivity, and integrate natural features, like buttes, streams and large native trees. The area could benefit from stronger neighborhood business districts, improved pedestrian and transit access, and improved parks.

Inner Neighborhoods have many local business districts, compact development, and street and sidewalk connectivity, giving them great potential to be places where most residents can walk or bike to neighborhood hubs. Improvements should try to minimize residential and commercial displacement and provide additional affordable housing options.

New development should enhance the fine-grain, pedestrian-scaled built environment. In Inner Neighborhoods that are closest to the Central City, new development should take advantage of this proximity with increased densities, while at the same time working to enhance and preserve identified historic and cultural resources. Traffic and parking will need active management throughout the Inner Neighborhoods.

Rivers are the primary form giving feature of the region. Human settlement began along and at the confluence of the Willamette and Columbia rivers because the rivers offered plentiful food and natural resources and critically-important trade and transportation functions. After white immigrants began moving to the area, the settlement grew into the city of Portland. As the city’s initial form-giving features, the two rivers have continued to shape the city over time.

Today, the Willamette and Columbia rivers continue to serve multiple functions and roles. They:

- Are features of significant historic and cultural significance to Native American tribes and others throughout the region.
- Serve as essential industrial transportation corridors that support the local and regional economy.
- Support recreational, subsistence and commercial fisheries.
- Provide important habitat for resident and migratory fish and wildlife.
- Are important scenic, recreational and transportation amenities for Portlanders and visitors.

New development along the rivers must balance the complex role of the river — from recreation to employment to habitat and transportation.

Share your feedback with the Planning and Sustainability Commission

Provide testimony online via the MapApp, by email, letter or in person.

ONLINE VIA THE MAPAPP	www.portlandoregon.gov/bps/mapapp
EMAIL	Send to psc@portlandoregon.gov with "Comprehensive Plan Testimony" in the subject line. Be sure to include your name and mailing address.
LETTER	Send a letter with your comments to: Planning and Sustainability Commission 1900 SW 4th Avenue Portland, OR 97201-5380
IN PERSON	<p>Attend a public hearing to offer oral testimony directly to the Planning and Sustainability Commission:</p> <p>September 23, 2014 at 5 p.m. (Focus on Goals and Policies) 1900 SW 4th Avenue, Room 2500A</p> <p>October 14, 2014 at 5 p.m. (Focus on Maps) Community location TBD</p> <p>October 28, 2014 at 5 p.m. (Focus on Maps) Community location TBD</p> <p>November 4, 2014 at 4 p.m. (Focus on Citywide Systems Plan and Transportation System Plan) 1900 SW 4th Avenue, Room 2500A</p>
	<p><i>To be considered formal testimony, you must include your name and address in your letters, emails or online comments. Comments received without your full name and mailing address will not be included in the Planning and Sustainability Commission's record, and the City will not be able to notify you of City Council hearing dates. In addition, if your name does not appear in the record for this proceeding, you may be precluded from appealing the Council's final decision.</i></p> <p>Check www.portlandoregon.gov/bps/compplan for updated information on these and other events.</p>



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



City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

About the Comprehensive Plan

Portland's Comprehensive Plan is a long-range land use and public infrastructure investment plan (2015–2035).

It guides land use development and growth-related infrastructure investment decisions so that Portland can become more prosperous, healthy, equitable and resilient between now and 2035.

The Comprehensive Plan is an essential document that distills the City's land use goals and aspirations. Through maps, visuals and text the plan outlines what Portland will look like in 2035 and provides a framework to get there.

The Comprehensive Plan components are intended to direct land use decisions and public infrastructure investments. The Comprehensive Plan does not prescribe the details of individual programs, regulations or other strategies that are needed to achieve its broad goals. It also does not rank policies or goals. Rather it addresses a wide range of topics, and the individual costs, benefits and burdens of decisions will need to be weighed and evaluated on a case-by-case basis.



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Innovation. Collaboration. Practical Solutions.



City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

WHAT IS IN THE COMPREHENSIVE PLAN?

The Comprehensive Plan includes components that work together to guide the City of Portland’s land use and infrastructure investment decisions.

- 1. Goals and Policies** — Goals are long-term outcomes the City hopes to achieve by implementing the Comprehensive Plan. They are aspirational, expressing Portlanders’ collective desires and values. Policies set preferred direction and describe what must be done to achieve these broad goals. They are specific enough to help determine whether plans would advance the values expressed in the goals. The goals and policies also include principles that guide how decisions are made.

Together, the goals and policies guide future public decisions about development and investments. The goals and policies are published together in one document that is organized into ten different topics.

- 2. List of Significant Projects** — The list includes the City’s planned infrastructure projects for the life of the Comprehensive Plan. These investments are necessary to meet the transportation, sewer, stormwater and water needs of Portland’s current and future residents and businesses.

- 3. Comprehensive Plan Map** — This map establishes land use designations for all land in Portland’s Urban Services Boundary. It shows desired development intensity and where various uses (residential, commercial, etc.) will be allowed. It is the basis for the Zoning Map. A copy of the Comprehensive Plan Map is included in this document. Additional explanatory maps are provided under separate cover.

4. Transportation System Plan — The Transportation System Plan (TSP) is the 20-year plan to guide transportation investments in Portland. The TSP meets state and regional planning requirements and addresses local transportation needs. It includes:

- Policies that guide the maintenance, development and implementation of Portland’s transportation system.
- A list of projects and a financial plan that will accommodate 20 years of population and employment growth.
- Master Street Plans and modal plans.
- Strategies and regulations for implementation, including street classification maps.

Elements of the TSP — The policies, street classification maps and the street plan maps in the TSP are adopted as part of the Comprehensive Plan. The TSP is adopted concurrently with the Comprehensive Plan, but published under a separate cover. For ease of use and transparency, the citywide policies from the TSP are also included in Chapter 9 (Transportation) of the Comprehensive Plan Goals and Policies and are also part of the Comprehensive Plan. The TSP also includes additional sub-policies and area-specific policies.

The TSP is both an implementation tool and a supporting document to the Comprehensive Plan. The TSP contains the transportation element of the City’s Public Facilities Plan, and the List of Significant Projects. The TSP also provides more detail than the Comprehensive Plan by including additional supporting information about transportation system conditions. Figure 9-1 illustrates the relationship between the TSP and other policies and plans.

Citywide Systems (Infrastructure) Plan — The Citywide Systems Plan (CSP) includes information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects. A portion of the CSP is the City’s public facilities plan, which is a state required plan and a supporting document of the Comprehensive Plan. The Citywide Systems Plan also includes information for parks and natural areas, recreation, and civic facilities, this information is not a part of the public facilities plan. This document is provided under separate cover.

WHEN AND HOW IS THE COMPREHENSIVE PLAN USED?

There are a variety of situations where one or more of the Comprehensive Plan components must be used.

The Comprehensive Plan applies to plans, and investments that are considered “land use decisions” and that are located within the City of Portland limits or Portland’s Urban Service Boundary.

The information that follows generally describes how the Plan is used and who most often uses it.

City of Portland

The City of Portland must use the Comprehensive Plan when making certain decisions, but it may be used to inform a wider array of choices and actions. Mandatory uses are described below.

- 1. Legislative Planning Project** — Legislative projects establish area plans, zoning, development standards, and/or other land use and physical investment related regulations. These projects typically affect large parts of the city and affect many people. They are adopted by the City Council by ordinance. The Comprehensive Plan must be used to scope, develop, assess alternatives, and make findings of support. This applies to long-range land use planning and policy development projects, such as area-specific plans and Citywide land use policy projects. These include updates to the Zoning Code or area plans, like the Central City 2035 Plan. These types of projects are called legislative projects.
- 2. Quasi-Judicial Projects** — Quasi-judicial projects are land use reviews that require detailed review for compliance with specific approval criteria contained in the Zoning Code. These are smaller site-specific projects that affect a small part of the city (often limited to one property or site that is subject to development) and fewer people. Examples include amendments to the Comprehensive Plan Map proposed by a private property owner, proposals to demolish historic landmarks, Greenway Goal Exceptions, Type IV Demolition Reviews, or requests for street vacations, among others.

The Zoning Code establishes which types of land use reviews must be reviewed for compliance with the Comprehensive Plan. With few exceptions quasi-judicial projects are approved using criteria established in the Zoning Code. In limited cases, the Zoning Code criteria may require direct findings of compliance with the Comprehensive Plan.

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- 3. Urban Renewal Areas** — Urban renewal is a state-authorized, redevelopment, and finance program designed to help communities improve and redevelop areas that are physically deteriorated, suffering economic stagnation, unsafe, or poorly planned. Between its establishment in 1958 and the development of this Comprehensive Plan, as the City’s urban renewal agency, the Portland Development Commission has managed 25 urban renewal areas and/or programs. If new urban renewal areas are proposed in Portland, the proposal must conform to the Comprehensive Plan.
 - 4. Infrastructure Project Selection** — The List of Significant Projects identifies major sanitary and stormwater, water, and transportation infrastructure projects and programs needed to support anticipated housing and employment growth through the life of the plan — in this case, 2035. Only projects on the list may be carried out. If the City wants to take on a growth-related project that is not on the list, the list must be amended. The City may carry out other projects to maintain and repair existing infrastructure, or to comply with state and federal regulations. These projects are not subject to the Comprehensive Plan.
 - 5. Other Agencies** — State agencies may refer to the plan when determining if a State of Oregon project is consistent with the local Comprehensive Plan.

Community members

The Comprehensive Plan is also a community tool that is often used for advocacy purposes. Community members are also encouraged to use the plan to monitor City projects and decisions. Community members may choose to use the Comprehensive Plan to:

- Advocate for projects and programs to be included in the annual City budget.
- Review, evaluate, and comment on proposed legislative projects.
- Review, evaluate, and comment on Comprehensive Plan-related projects and programs.
- Review, evaluate, and comment on site-specific land use reviews that are subject to Comprehensive Plan review.
- Support or appeal approved land use reviews and legislative projects.
- Apply for a change to the Comprehensive Plan Land Use Map designation for a property they own, apply for a street vacation, or apply for any other land use approval for which a project must be reviewed for compliance with the Comprehensive Plan.
- As background information when applying for grants, funding, or other programs.
- As a reference when a regulation in the Zoning Code requires interpretation.

WHY DID PORTLAND DEVELOP A NEW COMPREHENSIVE PLAN?

There are two key reasons why Portland developed a new Comprehensive Plan:

- It has been nearly 35 years since Portland developed its first Comprehensive Plan in 1980. Conditions and needs in Portland have changed significantly since then.
- Oregon has a Statewide Planning program that requires the creation of local Comprehensive Plans and periodic updates to those plans. In November 2007, the Oregon Department of Land Conservation and Development (DLCD) informed the City that its Comprehensive Plan was due for an update, called Periodic Review. DLCD has the authority to compel a local jurisdiction to enter Periodic Review under Oregon Revised Statutes (ORS) 197.628 to 197.650 and Oregon Administrative Rules (OAR) 660-25.

Changing Conditions

The City of Portland adopted its first Comprehensive Plan in 1980. Since 1980, Portlanders have worked hard to build strong neighborhoods and approached land use, transportation, economic development, greenspaces, and human welfare holistically. Portlanders cleaned up the Willamette River, built parks and light rail lines instead of freeways, and have taken significant action to dramatically reduce per capita carbon emissions.

Although the City of Portland has incrementally revised, expanded, and improved the plan since 1980, as a whole the policies, development approaches, and investments that served Portlanders in the past may not provide all the direction needed today. It is time for a new plan.

Portland is growing and diversifying.

- Over the past 30 years Portland's population grew by nearly 240,000 residents, increasing from 366,000 to more than 600,000. The city's land area grew, too. By annexing large parts of East and West Portland, the city's area grew by more than 36 square miles, between 1980 and today.
- Portland is becoming a more diverse city. For most of its history, the City of 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.
- When looking at the youth population (people 25 years old or younger), Portland's growing diversity is more pronounced. According to the 2010 US census, more than 36 percent of Portland youth are people of color — Black or African-American, Native American, Native Hawaiian, Pacific Islander, Native Alaskan, Asian, or multiracial. In addition, more than 18 percent of all youth identify as Latino or Hispanic.
- The new Comprehensive Plan must respond to and provide opportunities to include and better serve all Portlanders.

All Portlanders need to have access to affordable and healthy living options.

- People often describe Portland as an affordable and livable West Coast city. However, declining real income and increased housing costs put this reputation at risk. From 1979 to 2005 the average real adjusted gross income of the top fifth of Oregon households grew by 47 percent, but it stagnated or dropped for all other income groups. African-American and Native American household incomes continue to be less than half of the citywide median.
- During this time, home prices also increased at a greater rate than wages. In recent years, housing prices in Portland’s Inner Neighborhoods — those with complete sidewalk networks and better access to transit — have risen sharply. Much of Portland’s affordable family housing is now located in areas without sidewalks and without good access to frequent transit service.
- A key challenge for the future is to create a healthy and connected city. A healthy connected city is a place where all Portlanders have access to affordable housing, healthful food, services, and parks and open spaces. It is also a place where people can safely and easily walk, bike, roll, or take transit to work and to complete daily errands.

Household and business prosperity is essential for a successful city.

- Forecasts indicate that by 2035 Portland may add nearly 140,000 jobs. (For comparison, in 2010 there were approximately 389,000 jobs in Portland.) These new jobs will be distributed across the industrial, institutional, retail, and office sectors.
- Although there is more than enough appropriately zoned land for new retail and office jobs in main street commercial areas, Gateway, and the Central City, there are fewer opportunities for growing institutions and industrial businesses. There is an industrial land shortfall and a slight institutional land shortfall. This Comprehensive Plan identifies ways to aid institutional and industrial job growth.

Resilience is important in a changing world.

- Portland faces many uncertainties, including the impacts of climate change and natural and human-made hazards.
- Portland has successfully reduced per person carbon emissions by more than 30 percent since 1990. And even though the population has grown by 30 percent since 1990, total community-wide emissions have dropped by more than 11 percent. But more work is needed. Climate scientists estimate that, by 2050, global carbon emissions must decline 50 to 85 percent below 2000 levels to avert significantly increased temperatures, extreme weather, rising sea levels and other potentially catastrophic impacts.
- Portland’s bridges, schools, roads, and parks need repair and attention. Some areas of the city do not have complete stormwater management systems. There are also many streets without sidewalks and bridges, and roads and schools that are not built to withstand a major earthquake.
- Portland needs well-designed, flexible, and strong physical, social, and economic infrastructure to adapt and thrive. The Comprehensive Plan is designed to address land use and physical infrastructure investments to increase prosperity, health, equity, and resilience.

Oregon’s Statewide Planning Program

The Comprehensive Plan is a state-mandated plan. Since 1973, Oregon has maintained a statewide planning program. This program is built on a set of 19 Statewide Planning Goals that cover a wide range of topics. Oregon’s planning program is a partnership between state and local governments.

The State of Oregon, through the Land Conservation and Development Commission (LCDC) and the Department of Land Conservation and Development (DLCD), adopts the Statewide Planning Goals that set standards for local planning and monitors local compliance with the Statewide Planning Goals.

Local governments (cities, counties, Metro, and some special districts) do the planning through the creation and implementation of local Comprehensive Plans. Every jurisdiction in the State of Oregon is required to complete a Comprehensive Plan that complies with the Statewide Planning Goals.

The Land Conservation and Development Commission notifies local jurisdictions when it is time to update all or part of a Comprehensive Plan. This notification is called “Periodic Review.” According to the State, the fundamental purpose of Periodic Review is to ensure that local comprehensive plans are:

- Updated to respond to changes in local, regional, and state conditions;
- Coordinated with other comprehensive plans and investments; and
- In compliance with the statewide planning goals, statutes and rules.

Statewide Planning Goals

1. Citizen Involvement
2. Land Use Planning
3. Agricultural Lands
4. Forest Lands
5. Natural Resources, Scenic and Historic Areas, and Open Spaces
6. Air, Water and Land Resources Quality
7. Areas Subject to Natural Hazards
8. Recreational Needs
9. Economic Development
10. Housing
11. Public Facilities and Services
12. Transportation
13. Energy Conservation
14. Urbanization
15. Willamette River Greenway
16. Estuarine Resources
17. Coastal Shorelands
18. Beaches and Dunes
19. Ocean Resources

The City of Portland is subject to all goals, except 3, 4, 16, 17, 18, and 19. The City’s Comprehensive Plan must demonstrate compliance with all remaining goals. During this Comprehensive Plan update, the City was specifically required to, at a minimum, address goals 1, 2, 9, 10, 11, and 14 and was directed to address goals 5 and 7 during the research and inventory phase of the plan update process.

Regional Planning and Coordination

In addition to complying with the applicable Statewide Planning Goals, Portland’s Comprehensive Plan must be consistent with two regional plans and implementing regulations established by Metro: the Regional Transportation Plan and the Urban Growth Management Functional Plan. Metro is the Portland metropolitan area’s regional government. It is authorized to coordinate and plan investments in the transportation system for the three-county area that includes Multnomah, Clackamas, and Washington counties.

HOW IS A COMPREHENSIVE PLAN DEVELOPED AND APPROVED?

There are multiple steps that must be taken to update a Comprehensive Plan, consistent with the requirements of Periodic Review, and have it approved by the State of Oregon.

Below is a summary of Portland's process for updating the Comprehensive Plan.

Assessment

The first step of Periodic Review is assessing the adequacy of the existing plan and background data to determine if conditions have changed enough to require the development of a new Comprehensive Plan or updates to portions of the Comprehensive Plan. The 2008 assessment showed that a significant update to the City's Comprehensive Plan, including new background information, was needed. This direction ultimately resulted in the development of new Comprehensive Plan Goals and Policies, and a substantial update to the Comprehensive Plan Map.

Periodic Review Work Plan

The next step in Periodic Review is the development of a work plan. As part of periodic review, the City is required to develop and adopt a work plan to guide the update of the Comprehensive Plan. In 2008, after review and recommendations by the Planning and Sustainability Commission, the Portland City Council adopted a work plan (City Council by Resolution No. 36626. This document includes Resolution 36626, the Council-approved Periodic Review Work Program & Public Involvement Plan (August 6, 2008)) for Periodic Review of the Comprehensive Plan.

Factual Basis

After the work plan is adopted, the next step is the development of a factual basis, as required by ORS 197.625 and OAR 660-0025. The purpose of this work is to provide a thorough and current analysis of existing conditions in Portland on which to base the content of the Comprehensive Plan. The factual basis includes the following documents:

- Economic Opportunities Analysis
- Housing Needs Analysis
- Natural Resource Inventory
- Infrastructure Condition and Capacity
- Buildable Lands Inventory

The factual basis was adopted by the City Council in October 2012, and all but one of the reports was acknowledged by the State in May 2014. The Economic Opportunities Analysis is being revised by the City and will be re-submitted in 2015.

Growth Scenarios and Alternatives Analysis

In the Buildable Lands Inventory Report published in 2012, the City analyzed existing development patterns and intensity, land and development values, and existing land use designations and zoning to determine where there is vacant land and land that is likely to be redeveloped. The report identifies constraints, such as inadequate infrastructure services or natural hazards. The Growth Scenarios Report offers a basis for making informed decisions about which investments and growth patterns will bring the greatest benefit to the most Portlanders, and move the city closer to meeting performance goals. Performance goals include things such as reducing carbon emissions, improving access to living-wage jobs, and providing safe and convenient access to goods and services within walking distance of where people live.

The Growth Scenarios Report uses information from the Buildable Lands Inventory and measures the performance of different possible growth alternatives, and how those choices may impact our ability to meet the Measures of Success adopted with the Portland Plan. Based on analysis in the Growth Scenarios Report, a “preferred scenario” was developed. The proposed Comprehensive Plan Map implements that preferred scenario.

Working Draft (Part 1 and Part 2)

A Working Draft of the Comprehensive Plan was prepared in 2013. The Working Draft was shared with the public at meetings and events and online. The Working Draft Part 1, which included the Urban Design Framework and the Goals and Policies, was released for public review in January 2013. The Working Draft Part 2, which included the Comprehensive Plan Map and the Citywide Systems Plan, was released for public review in October 2013.

Proposed Draft

This current draft is the Proposed Draft Comprehensive Plan. The Proposed Draft was developed based on feedback received from the Working Draft. It will be reviewed and refined by the community and the Planning and Sustainability Commission at public hearings.

Recommended Draft

The Recommended Draft is a version of the plan that includes all changes to the Proposed Draft that are approved and recommended by the Planning and Sustainability Commission. It will be forwarded to the City Council at public hearings and adoption. It will be published after the Planning and Sustainability Commission completes its review of the plan, probably in the first half of 2015.

Adopted Plan

The Adopted Plan is the final version of the plan that includes all changes directed by the City Council and that has been adopted by the City Council by ordinance.

Early Implementation

The final step in the state-required Periodic Review process is updating city codes and zoning maps to be consistent with the new Comprehensive Plan. There are currently eight Early Implementation Projects:

Project	What Will It Do?	Outcomes
Zoning Map Updates	Change official zoning maps to be consistent with the new Comprehensive Plan Map.	Amended Zoning Maps
Mixed Use Zoning	Develop new mixed-use planning and zoning designations in Portland’s commercial and central employment zones.	New Zoning Code chapter
Institutional Zoning	Develop new campus institution zoning procedures and standards, and identify infrastructure investments that could facilitate institutional employment growth.	New Zoning Code chapter
TSP Implementation	Adopt implementation measures associated with the Transportation System Plan.	Amendments to Zoning Code and Title 17 regulations as necessary, new street classification policy maps
Community Involvement Program	Update Community Involvement Manual and Zoning Codes.	Community Involvement Manual and potential Zoning Code amendments
Industrial and Employment Land Supply	Create a brownfield redevelopment program and update the zoning code to limit conversion of prime industrial land to other land uses.	Zoning Code amendments and brownfield program
Intergovernmental Agreements	Update agreements to comply with current state statutes and rules with all urban service providers within Portland’s urban service boundary.	Intergovernmental Agreements
Housekeeping Amendments	Address changes that are not being included in larger Early Implementation projects. Examples of potential housekeeping changes include a variety of amendments to land use review approval criteria.	Zoning Code amendments

Acknowledgment

After the City Council adopts the Comprehensive Plan, the City of Portland will send the City’s Final Draft to the Land Conservation and Development Commission (LCDC). LCDC must review and acknowledge that the Comprehensive Plan completed by the City meets all applicable State of Oregon requirements. Once the plan is approved by LCDC it is considered an acknowledged Comprehensive Plan and the changes in the plan can become effective.

WHEN AND HOW IS THE COMPREHENSIVE PLAN UPDATED AND AMENDED?

The Comprehensive Plan is a long-range plan to guide land use decisions for a generation. Given the breadth of the plan, its long-term planning horizon and the amount of work required to update the plan's components, the Comprehensive Plan is only updated periodically.

However, it is often necessary to update portions of the plan or to create more focused area plans. When smaller updates are completed or area plans like Central City 2035 are completed, they must be adopted as “post-acknowledgment plan amendments.” Post-acknowledgment plan amendments are not sent to the Land Conservation and Development Commission.

Implementing the Portland Plan

The Comprehensive Plan forwards Portland's strategic priorities through land use. Concurrently with the development of the Factual Basis, the City of Portland and numerous local, regional, state, and federal partners, developed a strategic plan, The Portland Plan.

Adopted in 2012, the Portland Plan set four shared strategies to guide the City's and other government agency actions in Portland over the next 25 years: (1) A Framework for Equity, (2) Thriving Educated Youth, (3) Economic Prosperity and Affordability, and (4) Healthy Connected City. The 2035 Comprehensive Plan is an implementing tool of the Portland Plan.

... COMPREHENSIVE PLAN UPDATE ...

2035 Comprehensive Plan Proposed Draft

Goals and Policies

July 2014

Portland's Comprehensive Plan Update
For more information, visit:
www.portlandoregon.gov/bps/pdxcompplan



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City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

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Chapter 1: The Plan and Guiding Principles

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Use Guiding Principles to inform all land use and capital improvement decisions.
- Provide direction on how to use the Comprehensive Plan to make land use and capital improvement decisions.
- Describe and codify the purpose and role of the Comprehensive Plan's components, supporting documents, and implementation measures.
- Define how each component of the Comprehensive Plan – the Urban Design Framework, the Goals and Policies, the Comprehensive Plan Map, and the List of Significant Projects – work together.
- Define the relationship between the Comprehensive Plan and regional plans, and between the Comprehensive Plan and implementation tools.
- Establish consistency within the Comprehensive Plan and consistency and coordination among agencies.

Why is this important?

The goals and policies within the Comprehensive Plan are designed to help Portland become a prosperous, healthy, equitable, and resilient city. This chapter defines the breadth of content included in the Comprehensive Plan. It describes both the scope and limit of the Plan's components and explains how and when supporting documents and implementing measures are used. This chapter also reminds users of the Guiding Principles, which aim to realize four key values: prosperity, health, equity and resilience.

The Comprehensive Plan is a long-range land use and public infrastructure investment plan to guide future growth, and the physical development of the City. A land use decision is one that has a significant impact on present or future land uses in the area. Land use decisions include, for example, zoning decisions, and adoption of growth-related infrastructure plans. The goals and policies in this Plan cover a wide variety of other topics, but they are all for the purpose of informing and guiding land use decisions.

When applying goals and policies to particular situations, such as specific development proposals or area plans, there may be competing or conflicting policies. Although it would be ideal to always meet each goal and policy, sometimes that is not possible, and it is judged whether proposals or situations meet the goals and policies on balance. This approach recognizes that there are trade-offs and compromises, and allows flexibility while still guiding land use and capital decisions. The Guiding Principles provide an anchor or reference point to consider when making trade-offs and compromises.

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Goals

Goal 1.A: Guiding principles

Portland's Comprehensive Plan provides a framework to guide land use, development, and infrastructure investments. It is based on principles that call for actions and outcomes that meet the multiple objectives 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 is coordinated with the policies of governmental partners.

Goal 1.C: A well-functioning plan

Portland's Comprehensive Plan is effective; internally consistent; consistent with city, local, regional, state, and federal regulations; and is updated periodically to be current and 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 actions are to be consistent with the Comprehensive Plan and are implemented in a coordinated and efficient manner. They are to protect the public's current and future interests. They are to balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation. Implementation tools are listed in Policy 1.8.

Guiding Principles

The Guiding Principles build the Portland Plan’s key priorities of prosperity, equity, health, and resiliency into the Comprehensive Plan and its implementation. The Principles guide plans and investments that are subject to the Comprehensive Plan. The Principles encourage balanced, integrated multi-disciplinary approaches among topics such as housing, economic development, and transportation.

They are intended to be relevant to every action that updates or amends an element of the Comprehensive Plan or one of its implementation tools. Implementation tools for the Comprehensive Plan are identified in Policy 1.8.

Guiding Principles. When making and adopting legislative land use decisions, consider the impacts of:

- **Economic prosperity.** Encourage land use decisions that support a low-carbon economy and foster employment growth, competitiveness, and equitably-distributed household prosperity.
- **Human health.** Encourage land use decisions that avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.
- **Environmental health.** Encourage land use decisions that recognize, incorporate, and sustain valuable ecosystem services related to air, water, and land quality, and the intrinsic value of nature.
- **Equity.** Encourage land use decisions that reduce existing disparities, minimize burdens, extend benefits, and improve socio-economic opportunities for under-served and under-represented populations.
- **Resilience.** Encourage land use decisions that improve the ability of individuals, communities, economic systems, and the natural and built environment to recover from natural and human-made disasters, climate change, and economic shifts.

Policies

The Comprehensive Plan and supporting documents

This section identifies the core elements of the Comprehensive Plan and calls for the Plan and its supporting documents to be both internally consistent, and consistent with regional, state, and federal requirements. See *Figure 1 – Comprehensive Plan Package* at the end of this chapter.

Policy 1.1 Comprehensive Plan. Maintain a Comprehensive Plan that includes the components listed below. Future work to maintain the Comprehensive Plan will generally respond to mandates, community needs, current information,

THE PLAN AND GUIDING PRINCIPLES

or identified or potential land use problems, and will be based on the best available data, science, or analytical tools. Projects may be focused on a particular geographical area or may address a particular issue or set of issues, and may result in amendments to the Comprehensive Plan, a supporting document, or an implementation tool.

- **Goals and policies.** The goals and policies of the Comprehensive Plan, including the Urban design Framework, provide the long-range planning framework and guide for the development and redevelopment of the city.
- **Comprehensive Plan Map.** The Comprehensive Plan Map is the official long-range planning guide for defining the allowed, and in some cases 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, and the land use designations.
- **List of Significant Projects.** The List of Significant Projects identifies the long-term infrastructure projects needed to serve the city we expect to be in 2035, including expected new housing and jobs. The Transportation System Plan (TSP) includes the transportation-related list of significant projects.
- **Transportation System Plan.** The Transportation System Plan (TSP) is the detailed long-range plan to guide transportation 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 policies, street classifications, and street plan maps within the Transportation System Plan are part of the Comprehensive Plan. Elements of the TSP function as a supporting document and implementation measure, as described below.

- Policy 1.2 Comprehensive Plan supporting documents.** Maintain the following Comprehensive Plan supporting documents. The supporting documents contain the factual information or infrastructure assessments that are used to develop the Comprehensive Plan goals and policies and are not an element of the Comprehensive Plan.
- 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
- 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.
- 3. Transportation System Plan.** The TSP includes the transportation element of the Public Facilities Plan.
- Policy 1.3 Internal consistency.** Ensure that the components of the Comprehensive Plan are internally consistent.
- Policy 1.4 Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary.** Ensure that the Comprehensive Plan is consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland metropolitan area.
- Policy 1.5 Consistency with state and federal regulations.** Ensure that the Comprehensive Plan is 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.
- Policy 1.6 Intergovernmental coordination.** Ensure that the Comprehensive Plan is implemented in a manner that complements the efforts and fiscal health of the City, partner agencies including school districts, transit agencies, and county and regional governments.

Implementation

These policies identify and describe the Comprehensive Plan implementation tools.

- Policy 1.7 Implementation of the Comprehensive Plan.** Implement the Comprehensive Plan through coordinated long-range transportation and land use planning.

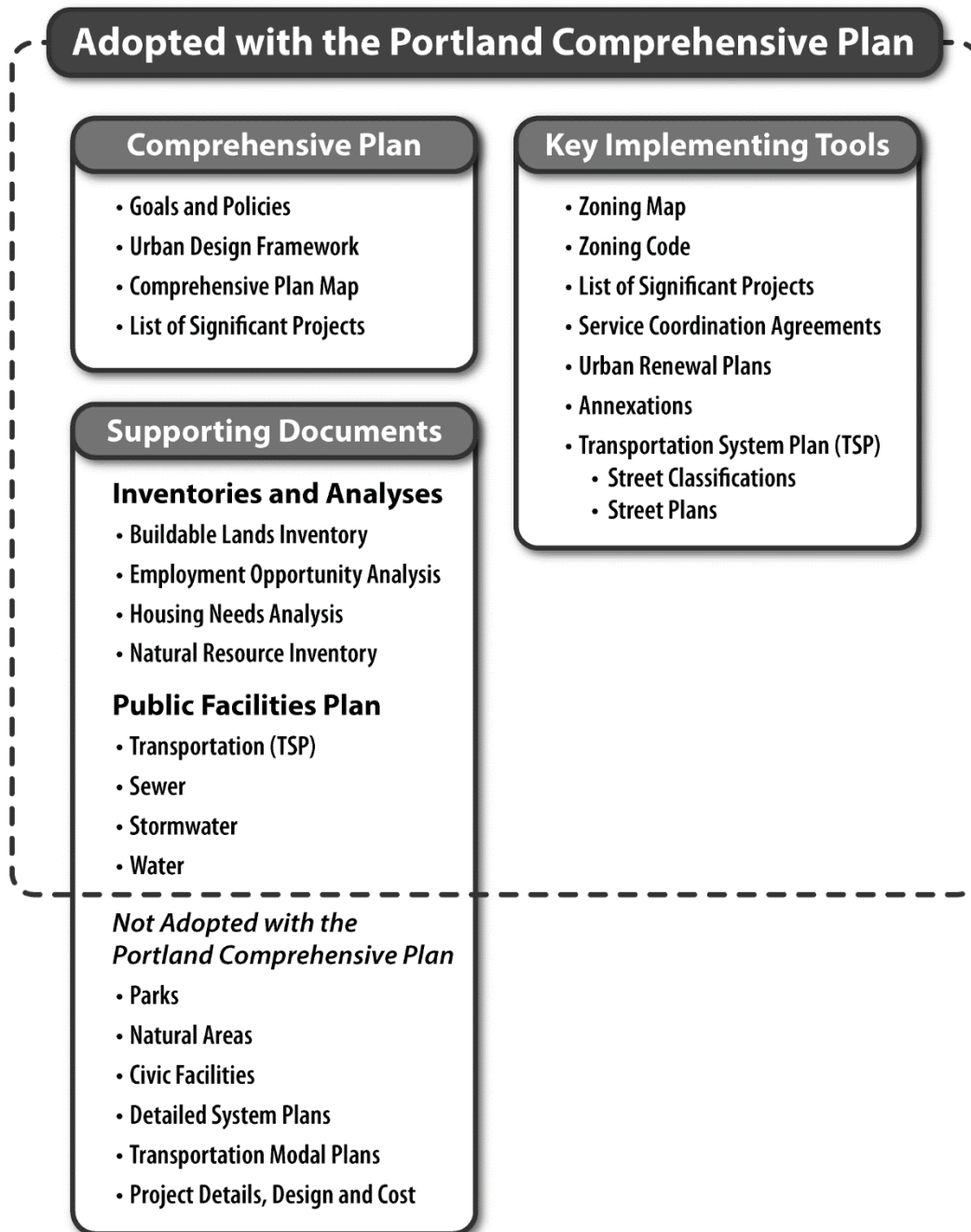
THE PLAN AND GUIDING PRINCIPLES

- Policy 1.8** **Implementation tools subject to the Comprehensive Plan.** Comprehensive Plan implementation tools must be maintained, derived from, and consistent with the Comprehensive Plan. Implementation tools include:
1. Zoning Map
 2. Zoning Code
 3. Street policy and design classifications, and street plans in the TSP, described in Chapter 9: Transportation
 4. The List of Significant Projects
 5. Service coordination agreements
 6. Annexations
 7. Urban renewal plans
 8. Development agreements
- Policy 1.9** **Planning service delivery.** Provide planning, zoning, building, and subdivision control services within the City’s boundaries of incorporation.
- Policy 1.10** **Community Involvement Committee.** Establish the Planning and Sustainability Commission (PSC) as the committee to oversee the Community Involvement Program as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.14 and 2.15 in the Community Involvement chapter of this Comprehensive Plan.
- Policy 1.11** **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 Service Boundary. Major amendments to these service agreements must comply with the Comprehensive Plan. “Comply” means that, on the whole, the proposal strikes a reasonable balance among applicable goals and policies.
- Policy 1.12** **List of Significant Projects.** Develop and maintain a List of Significant Projects based on the framework provided by the supporting Public Facilities Plan and capital improvement plans. Amendments to the List of Significant Projects must comply with the Comprehensive Plan. “Comply” means that, on the whole, the proposal strikes a reasonable balance among applicable goals and policies.
- Policy 1.13** **Annexations.** Provide a process for the incorporation of urban and urbanizable land within the City's Urban Services Boundary through annexation.

See policies 8.9-8.15 for service extension requirements for annexations.

- Policy 1.14 Urban renewal plans.** Coordinate Comprehensive Plan implementation with urban renewal plans and implementation activities. A decision to adopt a new urban renewal district, or amend the boundaries of an existing district, must comply with the Comprehensive Plan. “Comply” means that, on the whole, the proposal strikes a reasonable balance among applicable goals and policies.
- Policy 1.15 Relationship to community, area, and neighborhood plans adopted before [date].** Community, area, and neighborhood plans that were adopted by ordinance prior to [Comp Plan adoption date] are still in effect, however the goals and policies of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that conflict with a goal or policy in this plan.

Figure 1 – Comprehensive Plan Package



Chapter 2: Community Involvement

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Provide a wide range of opportunities for involvement in land use decisions.
- Foster ongoing positive relationships between communities and the City in support of positive land use decision outcomes.
- Recognize that the City has a responsibility to plan for the needs of and engage with under-served and under-represented communities to achieve greater equity.
- Expand opportunities for meaningful community engagement in land use decisions, from issue identification and project scoping through implementation.
- Require transparent, well-designed, thoughtful public processes for land use decisions.
- Increase the community's meaningful participation in land use decisions.
- Promote thoughtful consideration of and responses to public comment on land use decisions

Why is this important?

The results are better — more durable, equitable and accountable — when a wide and diverse range of Portlanders are involved in the scoping, development and implementation of plans and investment projects. Collaborative partnerships and inclusive community participation in land use decision making are essential to creating and sustaining a prosperous, healthy, equitable and resilient Portland.

As the city grows, diversifies, and works to advance equity, it is essential that all community members' needs and concerns are considered. Particular efforts must be made to improve services for people of color, immigrants and refugee communities, people with disabilities, renters, low-income Portlanders, older adults, youth, and the lesbian, gay, bisexual, transgender and queer (LGBTQ) community.

It is the City's responsibility to promote deep and inclusive community involvement in land use decisions.

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Goals

Goal 2.A: Community involvement as a partnership

The City of Portland government works together as a genuine partner with Portland communities. The City promotes, builds, and maintains relationships and communicates with individuals, communities, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in land use decisions.

Goal 2.B: Social justice and equity

The City of Portland seeks social justice by working to expand choice and opportunity for all community members, recognizing a special responsibility to identify, orient, and involve under-served and under-represented communities in land use planning. The City actively works to improve its land use-related decisions to achieve more equitable distribution of burdens and benefits.

Goal 2.C: Value community wisdom and participation

Portland values and encourages community and civic participation. The City seeks and considers community wisdom, and integrates it with sound technical analysis, to strengthen land use decisions.

Goal 2.D: Transparency and accountability

City planning, policy, investment, and development 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 taken into account.

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.

Goal 2.F: Accessible and effective participation

City planning, policy, investment, and development decision-making processes are designed to be accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools to promote inclusive, collaborative, 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.

Policies

Ongoing community involvement practices, procedures and programs are a necessary foundation for project-specific community involvement efforts. Many of the policies in this chapter are intended to build on community wisdom, expand community knowledge, and improve City staff capacity to work effectively with an increasingly diverse and growing Portland population.

Partners in decision making

Portland benefits when community members are meaningfully involved in land use decisions. By building and maintaining partnerships with individuals and a wide range of formal and informal organizations that represent a variety of interests, the City of Portland government will have a better understanding of various communities' diverse needs and concerns. These policies support building and maintaining strong and supportive relationships with an increasingly diverse and growing Portland population.

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

2.1.a. Individual community members.

2.1.b. Communities of color and other under-served and under-represented communities.

2.1.c. Neighborhood and business associations as local experts and channels for place-based projects.

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

2.1.e. Interest and affinity organizations and groups.

2.1.f. Institutions, governments, and tribal sovereign nations.

Policy 2.2 Broaden partnerships. Work with neighborhood and business associations to increase diversity and to help them reflect the diversity of the people and institutions they serve.

COMMUNITY INVOLVEMENT

Invest in education and training

Both the community and City of Portland representatives must have the capacity to work together as effective partners. Ongoing investment in education and training leads to better informed community members who then have increased capacity to participate effectively. Community involvement-focused professional development training helps improve City staff's ability to work with and learn from community members. These policies support both community and agency capacity building.

- Policy 2.3** **Community capacity building.** Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in land use planning processes.
- Policy 2.4** **Land use literacy.** Provide training and educational opportunities to build the public's understanding of land use, transportation, housing, and related topics and increase capacity for meaningful participation in land use planning processes.
- Policy 2.5** **Agency capacity building.** Increase City staff's capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.

Community assessment

City staff must build and maintain their understanding of community demographics, trends and needs. Community members should have opportunities to share how conditions and needs affect quality. The following policies support effective two-way communication between City government and communities and encourage community-level data gathering and information sharing in land use planning processes.

- Policy 2.6** **Channels of communication.** Maintain channels of communication among City Council, the Planning and Sustainability Commission, project advisory committees, City staff, and community members.
- Policy 2.7** **Community data collection.** Provide meaningful opportunities for individuals and communities to be involved in inventorying, mapping, data analysis, and the development of alternatives, as appropriate to the land use decision.
- Policy 2.8** **Community analysis.** Evaluate data, including community verified data and information to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

Transparency and accountability

The City is committed to improving transparency in community involvement processes tied to land use decisions. When community members have a better understanding of a process, they are better able to participate effectively. Improved transparency and communication allows the City to better understand community opinions and needs.

The following policies articulate how and when land use decisions are made; the community's role in land use decision-making processes; and what the community can expect from the City of Portland.

- Policy 2.9** **Roles and responsibilities.** Establish clear roles, rights, and responsibilities for participants and decision-makers in land use processes. Address roles of City of Portland bureaus, elected officials, and participants, including community leadership, business, organizations, and individuals.
- Policy 2.10** **Project scope.** Establish clear expectations about land use project sponsorship, purpose, design, and how decision-makers will use the process results.
- Policy 2.11** **Community influence.** At each stage of the process, identify which elements of a land use process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.
- Policy 2.12** **Documentation and feedback.** Provide clear documentation for the rationale supporting decisions in land use planning 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.

Community involvement program

Much has changed in Portland in the 35 years since the adoption of the 1980 Comprehensive Plan. Much more will likely change between the adoption of this plan and the next one. The following policies challenge City staff to assess current practices and develop new tools through ongoing process evaluation and improvement, and direct the City to develop, maintain and update a manual that details current best practices for community involvement.

- Policy 2.13** **Community Involvement Program Manual.** Create, maintain, and actively implement a community involvement program manual that details how to conduct community involvement for land use projects and decisions.

COMMUNITY INVOLVEMENT

- Policy 2.14 Community Involvement Committee.** The Community Involvement Committee, a subcommittee of the Planning and Sustainability Commission, will evaluate and provide feedback to City staff on community involvement processes for individual land use and infrastructure decisions, before, during, and at the conclusion of these processes.
- Policy 2.15 Program evaluation.** Periodically evaluate the effectiveness of the community involvement program and recommend and advocate for program and policy improvements. The Community Involvement Committee will advise City staff regarding this evaluation.
- Policy 2.16 Shared engagement methods.** Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners.

Process design and evaluation

The policies in this section guide the design of project-specific community involvement processes.

These policies will help ensure that community involvement processes for land use projects fit the scope, character and impact of land use projects. The policies also promote full representation in land use planning processes and actively involve under-served and under-represented communities. Representation can help ensure that City decisions do not further reinforce the disadvantaged position of under-served and under-presented groups, and do not narrowly benefit privileged groups.

- Policy 2.17 Representation.** Facilitate participation of a cross-section of the full diversity of affected Portlanders during land use planning 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 2.18 Early involvement.** Improve opportunities for interested and affected community members to participate early in land use 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 2.19 Verifying data.** Use data, including community verified data, to guide land use planning and priority setting and to shape community involvement and decision-making processes.
- Policy 2.20 Demographics.** Identify the demographics of potentially affected communities when initiating a land use project.

- Policy 2.21** **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).
- Policy 2.22** **Project-specific needs.** Customize community involvement processes to meet the needs of those potentially affected by the land use project. Use community involvement techniques that fit the scope, character, and potential impact of the land use decision under consideration.
- Policy 2.23** **Culturally-appropriate processes.** Consult with communities to design culturally appropriate processes to meet the needs of those affected by a land use project. Evaluate, use, and document creative and culturally appropriate methods, tools, and technologies to inform and engage people from under-served and under-represented groups about land use projects.
- Policy 2.24** **Innovative engagement methods.** Develop and document innovative methods, tools, and technologies for community involvement processes for land use projects.
- Policy 2.25** **Inclusive participation beyond Portland residents.** Design public processes for land use projects to engage affected and interested people who may not live in Portland such as, property owners, employees, employers, and students, among others, as appropriate and practicable.
- Policy 2.26** **Accessibility.** Ensure that community involvement processes for land use 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 2.27** **Participation monitoring.** Evaluate and document participant demographics throughout land use processes to assess whether participation reflects the demographics of affected communities, and adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences.
- Policy 2.28** **Adaptability.** Adapt community involvement processes for land use 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 2.29** **Process evaluation.** Evaluate each community involvement process for land use projects from both the City staff and participants' perspective and consider feedback and lessons learned to enhance future involvement efforts.

Information design and notification

These policies will help improve notification procedures for land use projects and the community's access to process and technical information related to land use projects. The City of Portland's Civil Rights Title VI Plan requires that information shall be available to the public, with assistance provided as requested to interpret and effectively use technical information. Additionally, the City of Portland must ensure that limited English proficient (LEP) individuals have meaningful access to City land use-related activities.

- Policy 2.30 Accommodation.** Ensure accommodations to let individuals with disabilities participate in land use decisions, consistent with federal regulations.
- Policy 2.31 Notification.** Notify affected and interested community members and groups about land use and infrastructure projects with enough lead time to enable effective participation. As practicable and appropriate, consider notification to both property owners and renters.
- Policy 2.32 Information for effective participation.** Provide community members with clear and easy to access information about land use and infrastructure projects in multiple formats.
- Policy 2.33 Limited English Proficiency (LEP).** Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about land use projects, consistent with federal regulations.

Chapter 3: Urban Form

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Foster an equitable system of compact mixed-use and commercial centers across the city to increase access to community services and businesses and create more low-carbon complete healthy connected neighborhoods.
- Improve Portland's major corridors so that they become vibrant urban places and key transportation connections.
- Enhance Portland's public realm, integrate nature into the city and link people, places and wildlife through active transportation facilities, green infrastructure investments and habitat connections.
- Describe the city's overall development pattern and area character to inform and guide future investments and development.

Why is this important?

Portland's identity now and in the future is significantly shaped by the design and physical structure of the city and its neighborhoods. How people live and get around is partly determined by the location of services and other destinations and the arrangement and design of buildings, streets and other public spaces. Together these design characteristics help determine whether: (1) a community is walkable, (2) children have safe places to play, (3) people have places to gather and (4) businesses are easy to access.

Where housing and services are built, where street networks are connected and how all of this is designed provides a key opportunity to: (1) enable people to meet more of their daily needs locally, (2) strengthen neighborhoods, (3) improve equitable access to services and (4) support healthy, active living.

This chapter includes policies that support enhancing centers across the city as anchors to complete neighborhoods, providing Portlanders with convenient access to local services. Clustering destinations in centers makes access by transit, walking, wheelchair, and bicycle more practical and reduces the amount of driving needed to access services. Focusing growth and investments in centers and along corridors can also make good use of existing infrastructure capacity and encourage efficiency in new infrastructure investments.

This network of well-functioning centers and corridors will be critical to achieve the Portland Plan goals to make it possible for most Portlanders (80%) to live in complete neighborhoods by 2035, and to meet goals for travel by transit, walking and bicycling.

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- Policy 3.19 Central City housing
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Goals

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.

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 and improve resilience to the effects of climate change.

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, and 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.

Policies

Citywide Design and Development

- Policy 3.1** **Urban Design Framework.** Use the Urban Design Framework 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 residential scale and characteristics of Portland’s residential neighborhoods.
- Policy 3.3** **Equitable development.** Guide development, growth, and infrastructure investment to support positive outcomes for all Portlanders.
- 3.3.a.** Avoid or reduce negative 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 infrastructure and services to reduce disparities and increase equity..
- Policy 3.4** **All ages and abilities.** Strive for a built environment designed to provide a safe, healthful, and attractive environment for people of all ages and abilities.
- 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** **Integrate nature.** Integrate nature and use appropriate green infrastructure throughout Portland.
- Policy 3.7** **Leadership and innovation in design.** Encourage high-quality 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.
- Policy 3.8** **Growth and development.** Evaluate the impacts of land use decisions on the physical characteristics of neighborhoods and current residents, particularly under-served and under-represented communities.

Centers

Centers are compact, walkable and pedestrian-oriented urban places. They are connected to public transit and active transportation networks. They anchor complete neighborhoods with retail stores and businesses (grocery stores, restaurants, markets, shops, etc.) civic amenities (libraries, schools, community centers, places of worship, etc.), housing options, health clinics, daycare centers, employment centers, plazas and parks or other public gathering places.

Centers will be the primary areas for growth and change in Portland over the next 20 years. Focusing new growth in centers helps achieve goals of having more Portlanders live in complete neighborhoods, use public transit and active transportation—walking, biking and rolling—to commute to work and complete errands, and it will help mitigate and prepare for the effects of climate change. Clustering destinations and housing within compact, walkable centers makes access by transit, walking, wheelchair, and bicycle more practical and reduces the amount of driving needed to access services, reducing the impact on roadways, reducing congestion, and facilitating freight movement.

Centers range in scale from the Central City’s downtown to small neighborhood centers, providing local access to services and allowing Portlanders across the city to live a healthy, active lifestyle. Neighborhood business districts and the commercial services they provide are the foundation of many centers, but centers, particularly larger centers, will also become a focus for public services, gathering places, and housing growth. In and around all centers, there will be change as areas urbanize and new services, shops and housing are developed.

The UDF identifies four types of centers that vary in size, scale, service area, local versus regional role, and density of residents and businesses. The four types are:

1. Central City
2. Regional Center (Gateway)
3. Town Center
4. Neighborhood Center

See Figure 3-2: Centers

Policies in this section identify essential elements and functions of centers that will be enhanced over time. Additional policies provide more detailed direction for specific types of centers based on their scale.

Policy 3.9 **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 3.10** **Variety of centers.** Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.
- Policy 3.11** **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 Town Center core.
- Policy 3.12** **Investments in centers investments.** 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.
- Policy 3.13** **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 3.14** **Arts and culture.** Ensure that land use plans and infrastructure investments allow for and incorporate arts and culture as central components of centers.
- Policy 3.15** **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 3.16** **Center connections.** Connect centers to each other and to other key destinations, such as schools and parks, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric and vehicle charging stations.
- Policy 3.17** **Green infrastructure in centers.** Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

Central City

The Central City serves as the region's premier center with jobs, services, and civic and cultural institutions that support the entire city and region. It includes attractions, amenities and institutions not found anywhere else in the city or region, such as Portland State University, the Oregon Convention Center, the Vera Katz Eastbank Esplanade, Rose Quarter Facilities, Providence Park, the Portland 5 Center for the Arts, Portland Art Museum and the region's Transit Mall.

- Policy 3.18** **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 3.19** **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.
- Policy 3.20** **Transportation hub.** Enhance the Central City as the region's transportation hub and optimize regional access to the Central City's key destinations.
- Policy 3.21** **Public places.** Enhance 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.

Regional Center — Gateway

Gateway Regional Center is East Portland's major center, providing the area and region with civic, employment and community services. It includes the city's second largest transit hub outside of downtown and good freeway access to regional destinations, such as Portland International Airport.

- Policy 3.22** **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 3.23** **Housing.** Encourage East Portland's largest concentration of high-density housing in Gateway
- Policy 3.24** **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 3.25** **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.

Town Centers

Town Centers are located throughout Portland to serve broad parts of the city. They are typically anchored by employment centers or institutions, feature a wide range of commercial and community services, and have a wide range of housing options. Development in Town Centers is intended to be mid-rise in scale. Mid-rise development includes buildings from five to 10 stories in height, but most frequently ranging from five to six stories.

- Policy 3.26** **Role of Town Centers.** Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods and a wider area and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.
- Policy 3.27** **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 3.28** **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 3.29** **Public places.** Provide parks or public squares within or near Town Centers to support their roles as places of focused business and social activity.

Neighborhood Centers

Neighborhood Centers are smaller centers that include a mixture of higher density commercial and residential buildings. Because these centers are smaller than Town Centers, there are many more of these citywide. Development in Neighborhood Centers is intended to be low-rise in scale. Low-rise development typically includes buildings up to four stories in height.

- Policy 3.30** **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 3.31** **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 Town Center to accommodate 3,500 households.

Policy 3.32 **Transportation.** Design Neighborhood Centers as multimodal transportation hubs that optimize pedestrian and bicycle access from adjacent neighborhoods and are served by frequent-service transit.

Policy 3.33 **Public places.** Provide small parks or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering.

Corridors

Corridors, like centers, are areas where Portland will grow and change over the next 25 years. They are busy, active streets with redevelopment potential. They are close to neighborhoods and are places with transit, stores, housing and employers. They need to be planned, designed and improved to be places that benefit and become successful additions to surrounding neighborhoods. The largest places of focused activity and density along these corridors are designated as centers.

There are three types of street corridors:

1. Civic Corridors
2. Neighborhood Corridors
3. Freight Corridors

See Figure 3-3: Corridors

Policy 3.34 **Growth and mobility.** Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

Policy 3.35 **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.

Policy 3.36 **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 3.37 **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.

Civic Corridors

Civic Corridors are the city's busiest, widest and most prominent streets. They provide major connections among centers, the rest of the City and the region. They support the movement of people and goods across the city, with high levels of traffic and, in some cases, pedestrian activity. Civic Corridors provide opportunities for growth and transit-supportive densities of housing, commerce, and employment. Development in Civic Corridors is intended to be mid-rise in scale. Mid-rise development includes buildings from five to 10 stories in height, but most frequently ranging from five to six stories.

Abundant trees and high-quality landscaping beautify Civic Corridors and offset the impacts of their large paved areas. These corridors exemplify the benefits of green infrastructure by cleaning and soaking up stormwater runoff and minimizing urban heat island effects, while also being enjoyable places to live, work and gather. Civic corridors are safe for all types of transportation. Civic Corridors policies apply to the roadway, the public realm of the street and the buildings that line the street.

- Policy 3.38 Integrated land use and mobility.** Enhance Civic Corridors as distinctive places with transit-supportive densities of housing and employment, and high-quality transit service and pedestrian and bicycle facilities that are models of ecologically-sensitive urban design.
- Policy 3.39 Design to be great places.** Encourage public street and sidewalk improvements along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe and attractive pedestrian environment, and contribute to creating quality living environments for residents.
- Policy 3.40 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 3.41 Freight.** Maintain freight mobility, freight access, and freight capacity on Civic Corridors that are also Major or Priority Truck Streets.

Neighborhood Corridors

Neighborhood Corridors are narrower main streets that connect neighborhoods with each other and to other parts of the city. They have transportation, land use and design functions that are important at a neighborhood or district level. They support neighborhood business districts and provide housing opportunities close to local services, amenities and transit lines. They are streets that include a mix of commercial and higher-density housing development. This policy is intended to balance the important transportation functions of Neighborhood Corridors with their roles in supporting the viability of business districts and residential livability.

Policy 3.42 Multiple roles. Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing while providing transportation connections that link neighborhoods.

Freight Corridors

Freight Corridors are the primary routes into and through the city that supports Portland as an important West Coast hub and a gateway for international and domestic trade. While the forms of these streets are not expected to change significantly, they are integral to the growth of traded sector businesses such as manufacturing, warehousing and distribution industries.

Policies related to freight are provided in Chapter 9: Transportation and Chapter 6: Economic Development.

Transit station areas

Transit stations provide access to high-capacity transit, which currently consists of the region's light rail and streetcar systems and the TRAM, but in the future may also include bus rapid transit. These policies encourage housing and employment growth in transit station areas to maximize the ability of people to benefit from the regional connections they provide and to increase transit access to employment. The policies support a range of transit station area types, with differing priorities for growth, depending on the station type and context.

Priority is given to growth in station areas located in centers since they provide more people with opportunities to be close to both transit and to commercial and public services. These stations have the highest potential for mixed use development. Center stations benefit from the concentration of local services and businesses as well as connections to other transit routes typically found on corridors. Mixed use development with housing is not the priority for all transit station areas. Some are locations for employment, or serve major regional destinations such as the Oregon Zoo.

See Figure 3-4: Transit Station Areas

- Policy 3.43 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 3.44 Community connections.** Integrate transit stations into surrounding communities and enhance pedestrian and bicycle connections (including bike sharing) to provide safe access to key destinations beyond the station area.
- Policy 3.45 Transit station area safety.** Design transit areas to improve pedestrian, bicycle, and personal safety.
- Policy 3.46 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 3.47 Employment stations.** Encourage concentrations of jobs and employment-focused land uses in and around stations in employment-zoned areas.
- Policy 3.48 Transit neighborhood stations.** Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations are high-capacity transit station that are not in a center.
- Policy 3.49 Destination stations.** Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.

City Greenways

City Greenways are a system of distinctive pedestrian- and bicycle-friendly green streets and trails, enhanced by lush tree canopy and landscaped stormwater facilities that support active living by expanding recreational opportunities and making it easier and more attractive to reach destinations across the city. As Portland continues to grow, the City Greenways system will strengthen connections to nature, weave green elements into neighborhoods, and enhance mobility and recreation.

City Greenways are a network that includes the following types of infrastructure:

1. Enhanced greenway corridors are distinctive green streets with extensive tree canopy and landscaped stormwater facilities that provide connections between major centers, schools, parks, natural areas, and the rivers.
2. Trails are often located along rivers or through natural areas, providing pedestrian and bicycle connections.

3. Heritage parkways are iconic streets or segments of streets with elements such as linear parkways, scenic views, and distinctive landscaping or street design.
4. Neighborhood greenways are an extensive network of streets with low volumes of motor vehicle traffic that are prioritized for bicycles and pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.

See Figure 3-5: City Greenways

- Policy 3.50 Connections.** Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.
- Policy 3.51 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 3.52 Multiple benefits.** Design City Greenways that provide multiple benefits that contribute to Portland’s pedestrian, bicycle, green infrastructure, and parks and open space systems.
- Policy 3.53 Design.** Use design options such as distinctive street design, landscaping, tree plantings and 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.

Additional policies related to City Greenways are provided in Chapter 9: Transportation.

Urban habitat corridors

Urban habitats are natural and built areas that provide safe, healthy places for resident and migratory fish and wildlife species that live in and move through the city. Maintaining diverse, connected habitat corridors will help fish and wildlife adapt to continued human population growth, development, and climate change. Urban habitat corridors also benefit Portlanders by keeping air and water clean and cool, reducing the risks from landslides and flooding, and providing places for people to play, learn and experience nature.

Urban habitats encompass the city’s most valuable and distinctive natural features – the Willamette and Columbia Rivers, streams and sloughs, wetlands, and large forested areas, such as Tryon Creek State Park, the West Hills, Willamette Bluff, and the East Buttes. Other urban habitats are woven throughout the built environment and include things like street and yard trees, backyard plantings, parks, and bridges that provide opportunities for bird nesting. Enhancing or establishing new urban habitat corridors will involve preserving and restoring existing natural features, creating vegetated connections between tree canopy

and greenspaces, and incorporating nature into the design of buildings and landscaping, streetscapes, parking lots, and infrastructure.

These policies support plans, regulations, and investments to restore and reconnect habitat in diverse areas within the city.

See Figure 3-6, Urban Habitat Corridors

Policy 3.54 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 3.55 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 3.56 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.

Additional policies related to habitat corridors are provided in Chapter 7: Watershed Health and the Environment.

Employment areas

Portland is a major employment center in the region and the state. The diversity of the economy is spread evenly among four types of business sectors that thrive in different parts of the city: industrial, office, institutional and retail/service. The city's employment geographies are:

Central City – Central City is the region's high-density employment center. It is primarily an office district for professional and business services, finance, information, and government. It is also a key location for the entertainment, small industry, and education sectors.

Industrial Districts – Industrial districts are in the low, flat areas along Portland Harbor and the Columbia Corridor, Oregon's freight infrastructure hub. The manufacturing and distribution sectors concentrate here. They typically need one-story buildings, medium to large sites, and locations buffered from housing. There is also an industrial district in the Central Eastside and smaller industrial areas scattered around the city, mostly adjacent to major transportation hubs.

Neighborhood Commercial – Neighborhood Commercial areas are mainly home to the retail, personal service, and related sectors that serve customers on-site. These businesses locate amid their market areas, lining corridors across the city. They generally need ground-floor space along pedestrian or auto-oriented streets.

Campus Institutions – Institutions in the health care and education sectors are concentrated in large hospital and college campuses and dispersed smaller facilities. Major institutions are large employers with campuses that vary from pastoral expanses to more concentrated urban grounds. They are located throughout the city, often in or adjacent to residential areas.

Each of these sectors is growing. Each has different land use needs and offers different prosperity benefits. Traded sector (export) businesses bring income and jobs into the region and are mainly in the industrial and office sectors. Middle-wage jobs that require less college education and improve equity are concentrated in the industrial sectors. Office jobs are mainly concentrated in the Central City, but are also distributed in neighborhood business districts. They offer jobs with a wide variety of wages.

Retail and service sector jobs are concentrated in the Central City and neighborhood business districts. They provide needed services to residents and include many locally-owned businesses; they do not typically offer higher-paying employment opportunities. The health care and education sectors are the leading job growth opportunities, most of which are located on major campuses. Healthcare is one of the city's fastest growing employment sectors.

See Figure 3-7: Employment Areas

Policy 3.57 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.

Policies for each of the employment areas are provided in the Economic Development chapter. Policies related to the design of the Central City are provided in the Centers section of this chapter. Policies related to the design of industrial areas are provided in the Pattern Areas section of this chapter. Policies related to the design of neighborhood commercial areas are provided in the Centers and Corridors sections of this chapter and in the Pattern Areas section of this chapter.

Pattern Areas

Portland has five distinct Pattern Areas. The development patterns and characteristics of these areas are influenced by the natural landscape and how and when these parts of the city were developed.

1. Rivers
2. Central City
3. Inner Neighborhoods
4. Western Neighborhoods
5. Eastern Neighborhoods

Each Pattern Area has unique physical, social, cultural and environmental qualities that differentiate them and create their sense of place. In order to maintain and enhance the positive qualities and sense of place in each pattern area, it is desirable to have policies and regulations that respond to each area's unique natural and built assets.

The following policies identify key positive characteristics of each of Portland's Pattern Areas that are relevant to decisions related to future development in these areas. Area and neighborhood plans should be consulted for more detailed guidance on design priorities in different parts of the city.

Rivers Pattern Area

Human settlement began along and at the confluence of the Willamette and Columbia rivers because they offered Native Americans plentiful food, natural resources and critically-important trade and transportation functions. After white immigrants began moving to the area, the settlement grew into the city of Portland. As the city's initial form-giving features, the two rivers have continued to shape the city.

Today, the Willamette and Columbia rivers continue to serve multiple functions and roles. They:

- Are features of significant historic and cultural significance to Native American tribes and others throughout the region.
- Serve as essential industrial transportation corridors that support the local and regional economy.
- Support recreational, subsistence and commercial fisheries.
- Provide important habitat for resident and migratory fish and wildlife.
- Are important scenic, recreational and transportation amenities for Portlanders and visitors.

See Figure 3-8: Pattern Areas

URBAN FORM

These policies foster development and land stewardship approaches that recognize, support and balance the varied systems, uses and activities along the Columbia and Willamette Rivers, including: the Portland Harbor, Columbia Corridor and other prime industrial lands, habitat areas and corridors; distinctive riverfront neighborhoods along the banks, and access to, along, and within the rivers.

- Policy 3.58** **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 3.59** **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 3.60** **Recreation.** Improve conditions along and within the Willamette and Columbia rivers for a diverse mix of recreational users and activities. Designate and invest in strategically-located sites for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, and significant habitat, fish, and wildlife.
- Policy 3.61** **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; and proximity to anchor manufacturing and distribution facilities.
- Policy 3.62** **Habitat.** Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides regionally significant habitat for fish and wildlife.
- Policy 3.63** **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 3.64** **River neighborhoods.** Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.
- Policy 3.65** **River access.** Enhance and complete Portland’s system of riverside trails and river access points, and strengthen active transportation connections between neighborhoods and the rivers.
- Policy 3.66** **River management and coordination.** Coordinate with federal, state, regional, and other agencies to address issues of mutual interest and concern, including economic development, flood control, regulatory

compliance, permitting, emergency management, endangered species recovery, climate change preparation, and habitat restoration.

Policy 3.67 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 3.68 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.

Policy 3.69 Willamette River Central Reach. Enhance the role of the Willamette River Central Reach as a key amenity for the Central City and riverfront districts, recreational users, emergency response, water transportation, and as habitat for fish and wildlife.

Policy 3.70 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.

Additional policies related to these topics can be found in Chapter 6: Economic Development, Chapter 7: Watershed Health and the Environment, and Chapter 4: Design and Development.

Central City Pattern Area

The Central City is the location of Portland’s greatest concentrations of employment, and civic, cultural and higher education institutions. Primary natural features include the Willamette River, large street trees, green streets and landscaping, and corridors of park blocks that further weave nature into the Central City. The area’s high-density mixed-use neighborhoods contribute to the distinct identities of different areas within the Central City. These policies highlight some key design priorities for the Central City related to its distinctive urban form. These policies encourage design in the Central City that enhances its role as the region’s center of innovation and exchange, in recognition that a healthy city must have a healthy core.

Additional policies related to the design of the Central City are provided in the Centers section of this chapter.

Policy 3.71 Central City districts. Enhance the distinct identities of the Central City's districts.

Policy 3.72 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 3.73** **Central City river orientation.** Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river-focused activities.
- Policy 3.74** **Central City pedestrian system.** Maintain and expand the Central City's highly interconnected pedestrian system.
- Policy 3.75** **Central City bicycle system.** Expand and improve the Central City's bicycle system.

Inner Neighborhoods Pattern Area

The Inner Neighborhoods were developed and shaped during the Streetcar Era of the late 19th and early 20th centuries. The Inner Neighborhoods are characterized by a regular pattern of neighborhood business districts located along former streetcar streets interspersed with residential areas. This Pattern Area has a small block pattern with an interconnected street grid that make transit, walking, and bicycling attractive options. Within this Pattern Area is an inner ring of neighborhoods that provide important opportunities for additional housing close to the Central City, but where future growth should be integrated into the existing and historic context. These policies express the overall design approach in Inner Neighborhoods.

- Policy 3.76** **Inner Neighborhoods main streets.** Maintain and enhance the streetcar era pattern of street-oriented buildings along Civic and Neighborhood Corridors.
- Policy 3.77** **Inner Neighborhoods street patterns.** Preserve the area's urban fabric of compact blocks and its highly interconnected grid of streets.
- Policy 3.78** **Inner ring districts.** Expand the range of housing and employment opportunities in inner ring districts, which are part of the Inner Neighborhoods and are within walking distance of the Central City.
- Policy 3.79** **Inner Neighborhoods infill.** Fill gaps in the urban fabric through infill development on vacant and underutilized sites, and re-use of historic buildings on adopted inventories. Integrate new development into these districts' historic development patterns.
- Policy 3.80** **Inner Neighborhoods active transportation.** Use the extensive street, sidewalk, bikeway, and trail system and multiple connections to the Central City as a key part of Portland's active transportation system
- Policy 3.81** **Inner Neighborhoods residential areas.** Continue the pattern of small, connected blocks and the regular lot patterns in Inner Neighborhood residential areas.

Eastern Neighborhoods Pattern Area

The Eastern Neighborhoods feature a diverse range of urban and natural landscapes. Many structures in the Eastern Neighborhoods, which also include parts of Brentwood-Darlington and Cully, were developed after World War II. In addition, most of this area was annexed into the City of Portland after the 1980 Comprehensive Plan was completed. The policies for the Eastern Neighborhoods promote design that responds to and enhances the area's distinctive mix of urban patterns and natural features, such as groves of Douglas firs, the East Buttes, and streams. Some policies address the opportunities and challenges presented by the area's large blocks and deep lots.

The Eastern Neighborhoods provide opportunities for new and distinctive approaches to the design of development and infrastructure that can enhance the area's positive characteristics and improve quality of life. It is important to continue the area's verdant character and provide a more livable environment, while reducing disparities and increasing access to services.

- Policy 3.82 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.
- Policy 3.83 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 3.84 Eastern Neighborhoods buttes.** Enhance public views of the area's skyline of buttes.
- Policy 3.85 Eastern Neighborhoods corridor landscaping.** Encourage landscaped building setbacks along residential corridors on major streets.
- Policy 3.86 Eastern Neighborhoods active transportation.** Enhance access to centers and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

Western Neighborhoods Pattern Area

The Western Neighborhoods have been shaped by their location within the terrain of Portland's west hills. Much of this area was developed after World War II. These policies encourage design that responds to area's prominent characteristics, such as its hilly topography, streams, ravines, and forested slopes, while cultivating a built environment that expands mobility and accessibility for all people. These design approaches are intended to apply to a range of development types and locations.

- Policy 3.87 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.
- Policy 3.88 Western Neighborhoods connections.** Provide safe and accessible pedestrian and bicycle connections along corridors as well as off-street trail connections to and from residential neighborhoods.
- Policy 3.89 Western Neighborhoods Habitat Corridors.** Preserve, enhance, and connect the area's network of habitat areas and corridors, streams, parks, and tree canopy.
- Policy 3.90 Western Neighborhoods trails.** Enhance the Western Neighborhoods' distinctive system of trails to expand mobility, access to nature, and active living opportunities in the area.

Figure 3-1. Urban Design Framework. The locations shown on the diagram are not exact boundaries. Detailed boundaries for centers, corridors and habitat areas and all other items shown on the map will be defined in supporting plans or through future planning projects.



Figure 3-2. Centers



Figure 3-3. Corridors

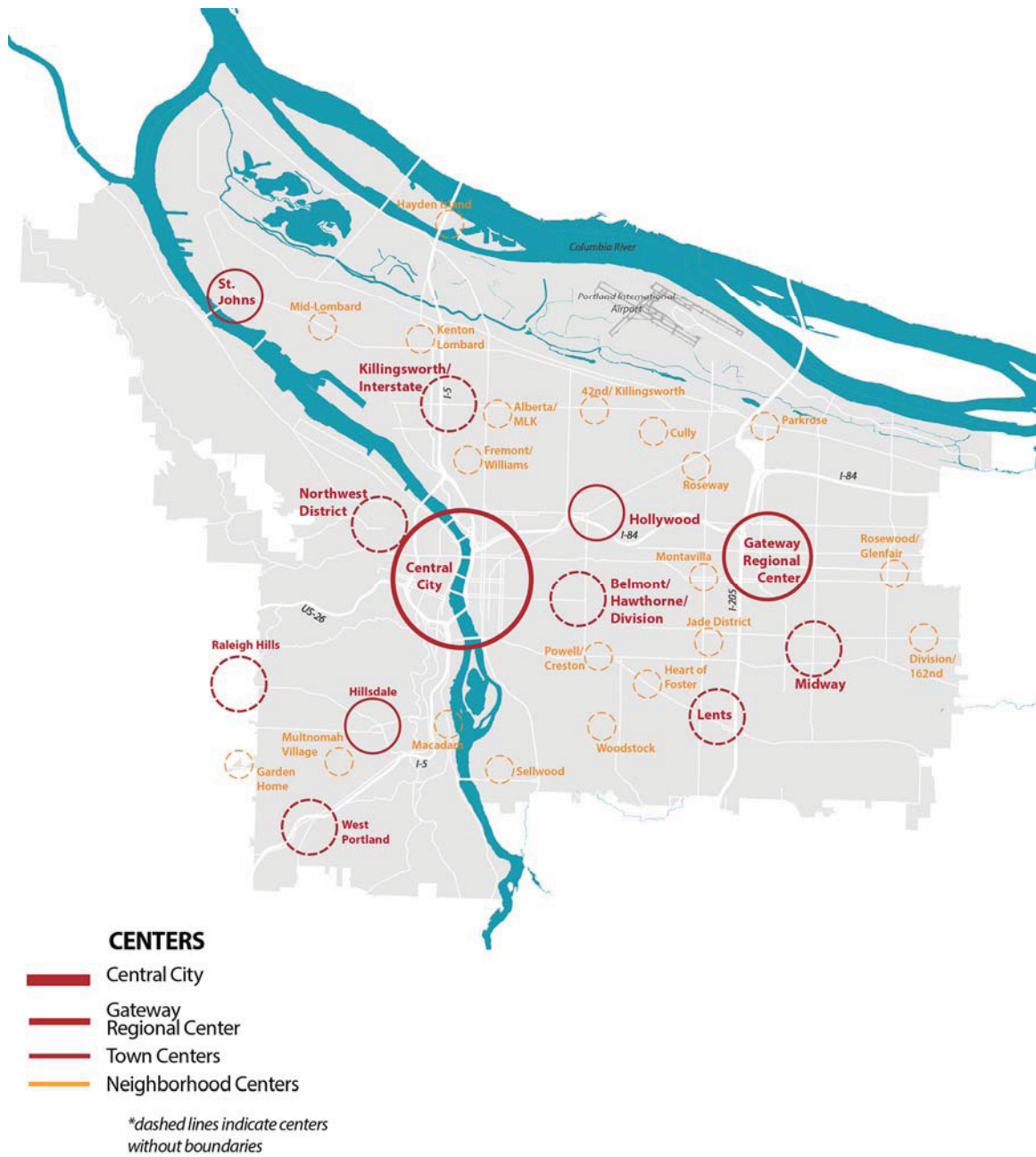


Figure 3-4. Transit Station Areas

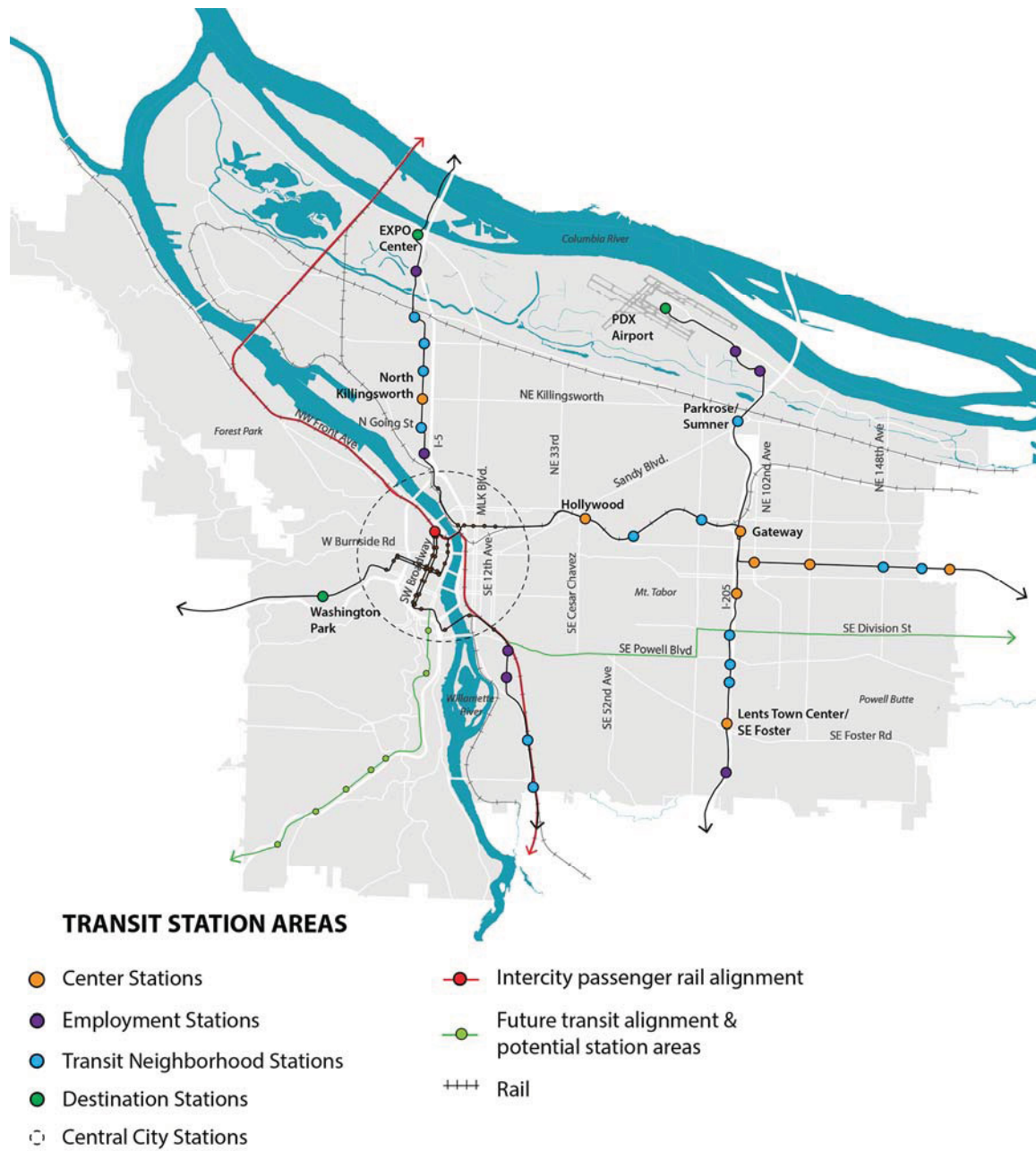


Figure 3-5. Greenways



Figure 3-6. Urban Habitat Corridors

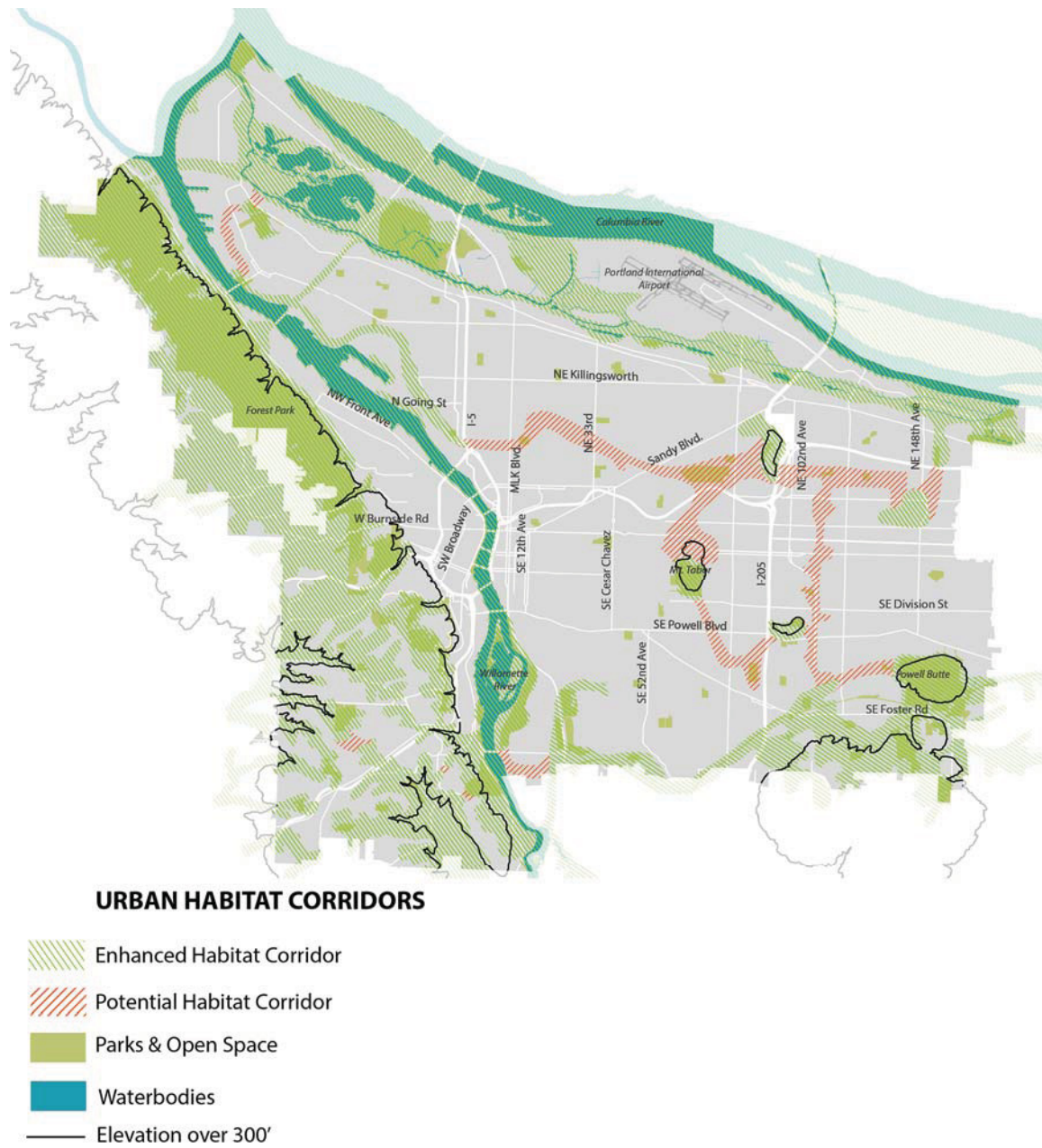


Figure 3-7. Employment Areas

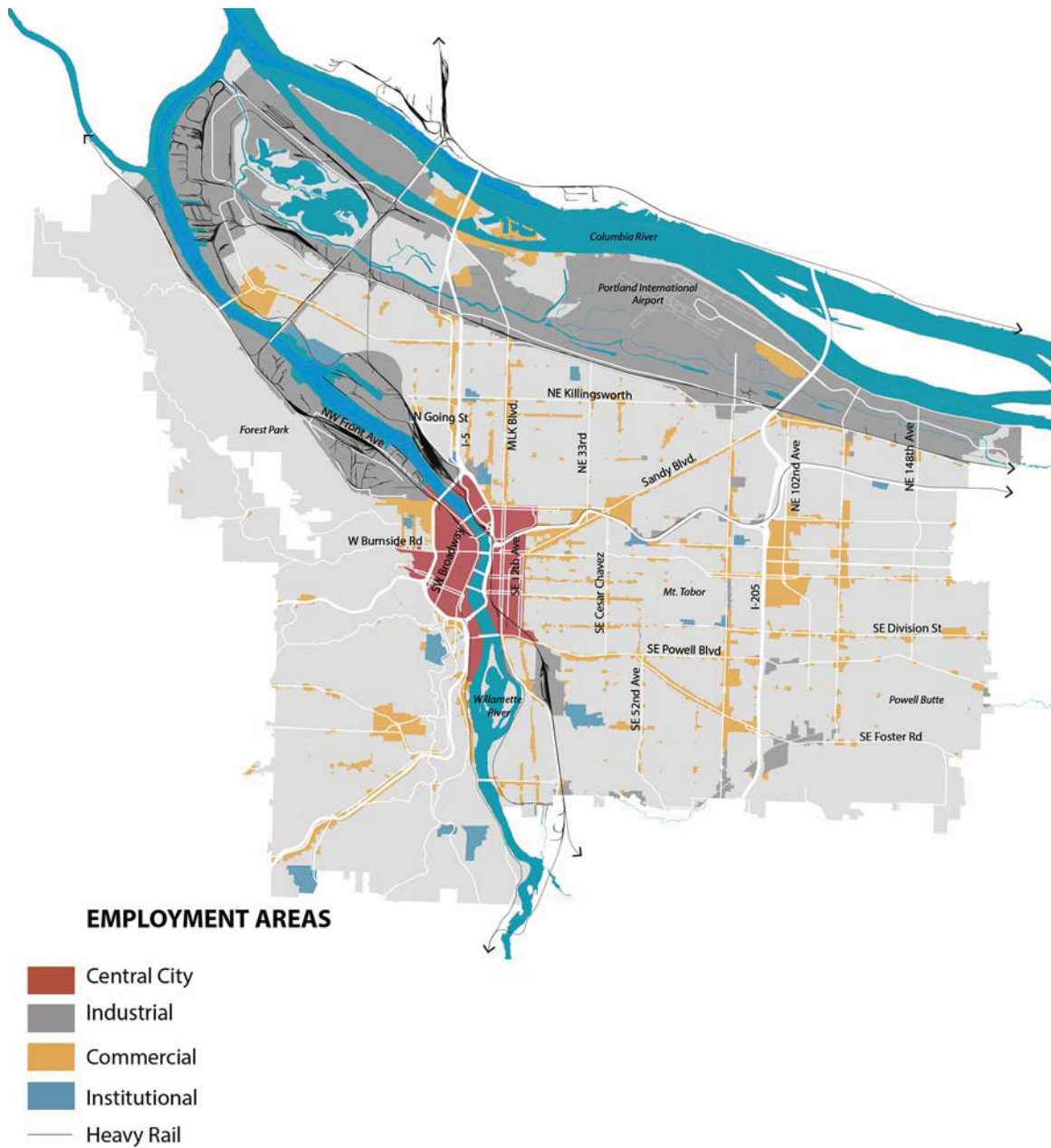
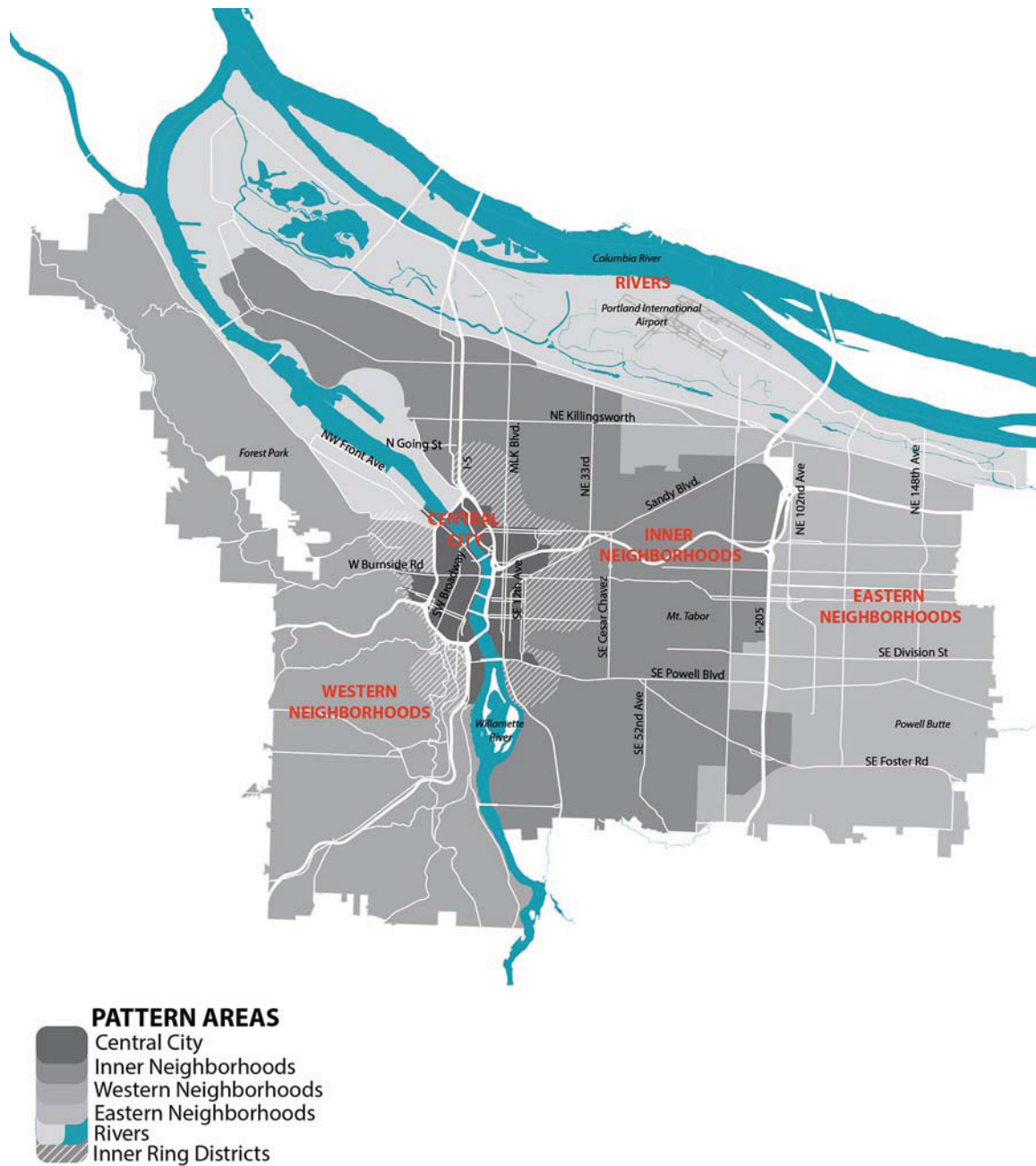


Figure 3-8. Pattern Areas



Chapter 4: Design and Development

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Encourage building and site design that promotes human and environmental health and safety and responds to local context.
- Promote strong links between building and site design, streets and the public realm.
- Guide historic and cultural resource and scenic view preservation.
- Encourage the integration of nature into the built environment.
- Reduce carbon emissions and promote energy and resource efficient neighborhoods and buildings.

Why is this important?

Development and design shapes how Portland looks and functions. Past development, in combination with the natural landscape, has shaped how the city is experienced. Future development, and the treatment of built and natural heritage, has the potential to create a better, healthier, more efficient and more pleasant Portland. New development and redevelopment can promote vibrant, accessible urban places for people of all ages, abilities and backgrounds, while also enhancing natural resources, protecting health and safety and promoting resilience.

As a growing city, Portland faces design and development challenges, as well as opportunities. The policies in this chapter encourage development that respects context, preserves historic and cultural resources, reduces carbon emissions, improves resource efficiency, minimizes risk from natural hazards, limits impacts to wildlife and natural systems, and integrates nature into the urban environment.

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Goals

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 continues to evolve and are preserved when possible.

Goal 4.C: Human and environmental health

Neighborhoods and development are designed and built to enhance human and environmental health. They are designed and built to protect safety and livability, support local access to healthy food, limit negative impacts on water and air quality, reduce carbon emissions, encourage active and sustainable design, and integrate nature and the built environment.

Goal 4.D: Urban resilience

Buildings, streets, and open spaces are designed to ensure long-term resilience. They are designed to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

Policies

General development principles

The design of buildings and other development can affect the safety, health, and quality of life of building users, neighbors and the environment. The following policies guide building and site design to promote accessible and attractive public environments. They also encourage site and building designs that contribute to a welcoming and attractive public realm and respond to current and historical contexts.

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 the Urban Form chapter.

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 block, the public realm, and natural features.

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- Policy 4.4 Pedestrian-oriented design.** Enhance the pedestrian experience throughout Portland, through public and private development that creates accessible and attractive places for all those who walk and/or use wheelchairs or other mobility devices.
- Policy 4.5 Transitional urbanism.** Encourage temporary activities and structures in areas that are transitioning to being more urban, to promote job creation, entrepreneurship, active streets, and human interaction.
- Policy 4.6 Design for active living.** Encourage development and building and site design that promotes active living.
- Policy 4.7 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 4.8 Privacy and solar access.** Encourage building and site designs that limit reductions in privacy and solar access for residents and neighbors, while accommodating urban scale development.
- Policy 4.9 Crime-preventive design.** Encourage building and site design approaches that help prevent crime.
- Policy 4.10 Fire prevention and life safety.** Encourage building and site design that improves fire prevention and life safety.
- Policy 4.11 Alleys.** Encourage the continued use of alleys for parking access and expand their use as the location of accessory dwelling units and as multi-purpose community space.

Residential areas

There will be development and change, even in relatively stable lower density residential areas. These policies encourage designs and development that continue the existing development pattern. They also address design and development in lower density residential areas (see Glossary) outside of centers and corridors.

- Policy 4.12 Adaptable neighborhoods.** Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages. Allow adaptive reuse of existing buildings and the creation of accessory dwelling units to serve the changing needs of a household over time.

- Policy 4.13** **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 a range of architectural styles and expression, and respect existing entitlements.
- Policy 4.14** **Resource efficient and healthy residential design and development.** Support resource efficient and healthy residential design and development (see those policies below).

Design and development of centers and corridors

Centers and corridors are places where large numbers of people live, work, and visit. Careful attention to the design of centers and corridors is necessary to ensure that they become places where people want to live and gather, and where getting around by walking, biking, or wheelchair is an attractive choice. These policies also encourage the development of centers as places that reflect the character and cultures of the surrounding neighborhoods.

- Policy 4.15** **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 4.16** **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 time, and gather.
- Policy 4.17** **Street orientation.** Promote building and site designs that enhance the pedestrian experience in centers and corridors, with windows, entrances, pathways, and other features that provide connections to the street environment.
- Policy 4.18** **Relationship between building height and street size.** Encourage development in centers and corridors that is responsive to street space width, allowing taller buildings on wider streets.
- Policy 4.19** **Design for pedestrian and bicycle access.** Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.
- Policy 4.20** **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.

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- Policy 4.21** **Natural features and green infrastructure in centers and corridors.** Integrate natural and green infrastructure, such as street trees, green spaces, ecoroofs, gardens, and vegetated stormwater management systems, into centers and corridors.
- Policy 4.22** **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 and services adjacent to these spaces that relate to and promote the use of the space.
- Policy 4.23** **Protect defining features.** Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.
- Policy 4.24** **Historic buildings in centers and corridors.** Protect, restore, and improve historic buildings in centers and corridors on adopted inventories.
- Policy 4.25** **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.

Transitions and offsite impacts

These policies address transitions between areas of differing types of activity and scale of development, such as where centers and corridors interface with adjacent lower-intensity residential zones. These policies also address the consideration and mitigation of offsite impacts from development.

- Policy 4.26** **Scale transitions.** Create transitions in building scale in locations where higher-density and 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 strive to protect light and privacy for adjacent residents.
- Policy 4.27** **Land use transitions.** Improve the interface between non-residential activities and residential areas, in areas where commercial or employment areas are adjacent to residential zoned land.
- Policy 4.28** **Offsite impacts.** Use land use and other regulations to limit and mitigate impacts, such as odor, noise, glare, air pollutants, and vibration that the use or development of a site may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

4.28.a. Auto-oriented uses and exterior displays. Minimize the impacts of auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential areas.

4.28.b. Minimizing industrial impacts. Protect non-industrial zoned parcels from the adverse impacts of activities on industrial zoned parcels.

4.28.c. Industrial edge. Buffer 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.

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

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

4.28.f. Airport noise. Require compatible land use designations and development within the noise-affected area of Portland International Airport, while providing public notice of the level of aircraft noise and mitigating the potential impact of noise within the area.

4.28.g. Telecommunication facility impacts. Mitigate the visual impact of telecommunications and broadcast facilities near residential areas through physical design solutions.

Scenic resources

Portland's signature views of Mount Hood and other mountain peaks, bridges, and rivers are important to the city's identity. They strengthen connections to the regional landscape. These policies encourage the recognition, enhancement and protection of public views and significant scenic resources, as designated in the Scenic Resources Inventory.

Policy 4.29 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
- Bridges
- Rivers
- Viewpoints and view corridor locations
- Historically or culturally significant places
- Neighborhood boundaries and transitions

Policy 4.30 Scenic resource protection. Protect designated significant scenic resources, including public views and scenic sites and corridors; and update or reconfirm the inventory of significant views, sites, and corridors in the future.

Policy 4.31 Vegetation management. Provide allowances for the pruning and cutting of trees and shrubs to maintain or enhance designated public views.

Policy 4.32 Utility lines. Maintain designated scenic views, sites, and corridors by encouraging the placement of utility lines underground.

Policy 4.33 Regulatory guidance. Avoid adverse impacts to scenic resources as part of land use reviews, where practicable.

Policy 4.34 New public views. Encourage new public and private development to contribute to creating new public views of Portland's rivers, bridges, the surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

Policy 4.35 Street views. Maintain public views of prominent landmarks and buildings that serve as visual focal points within streets or that terminate views at the end of streets.

Historic and cultural resources

Portland has several hundred designated historic landmarks and historic and conservation districts. These special places help create a sense of place, contribute to neighborhood character, and recognize past history and events. More than half of Portland's buildings are over 50 years old, creating a vast pool of potentially significant properties. These policies support the protection of all resources of statewide significance and encourage preservation of historic and culturally significant resources.

- Policy 4.36** **Historic and cultural resource protection.** Encourage the protection and restoration of high-quality historic buildings and places that contribute to the distinctive character and history of Portland's evolving urban environment, where feasible.
- Policy 4.37** **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 4.38** **Demolition.** Protect significant historic structures from demolition until opportunities can be provided for public comment, pursuit of alternatives to demolition, or actions that mitigate for the loss.
- Policy 4.39** **City-owned historic resources.** Keep City-owned historic resources in a state of good repair.
- Policy 4.40** **Historic Resources Inventory.** Survey and inventory historic resources as part of future planning projects, with a focus on areas of anticipated growth and change.
- Policy 4.41** **Preservation equity.** Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas that are under-represented by current historic preservation efforts.
- Policy 4.42** **Cultural diversity.** Work with Portland's diverse communities to identify and preserve places of historic and cultural significance.
- Policy 4.43** **Cultural heritage.** Encourage the protection and enhancement of cultural heritage structures and sites as valuable and important public assets.
- Policy 4.44** **Community structures.** Encourage the adaptive reuse of historic community structures, such as meeting halls and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.
- Policy 4.45** **Archaeological resources.** Protect and preserve archaeological resources in place, especially those sites and objects associated with American Indian cultures.

Public art

Public art and cultural amenities enrich people's lives. They offer educational experiences, enliven public spaces, and foster creativity. This helps build a sense of community and identity for an area. These policies support including public art in development.

Policy 4.46 Public art and development. Create incentives for public art as part of public and private development projects.

Resource-efficient design and development

These policies support resource efficient design and development, from the location of development to the types of building materials. They apply to new development as well as the continued and adaptive reuse of existing buildings.

Policy 4.47 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 4.48 Prioritize reuse. Encourage maintenance, rehabilitation, and/or relocation of viable buildings over demolition and new construction.

Policy 4.49 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 4.50 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 4.51 Materials and practices. Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

Policy 4.52 Water use efficiency. Encourage site and building designs that make efficient use of water and manage stormwater as a resource.

Policy 4.53 Optimizing benefits. Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, ecoroofs, and building design.

Policy 4.54 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 4.55** **District energy systems.** Encourage and remove barriers to the development and expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.
- Policy 4.56** **Ecodistricts.** Encourage the creation of ecodistricts where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.
- Policy 4.57** **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.

Goals and policies related to energy infrastructure can be found in Chapter 8: Public Facilities and Services.

Designing with nature

Incorporating natural features and functions into development yields tangible social, environmental and economic benefits. It improves human and watershed health. How this integration looks and functions depends on local conditions and characteristics. Regardless, designing with nature provides or enhances ecosystem services, such as stormwater management, cooling of air and water, reduction of landslide and flooding risks, protection or improvement of fish and wildlife habitat, and the ability of Portlanders to enjoy nature in their daily lives. These policies encourage development and design that enhances the identity and beauty of Portland’s neighborhoods, while improving environmental health and preparing for the effects of climate change. Additional goals and policies about the integration of nature into the built environment are found in Chapter 7.

- Policy 4.58** **Design with nature.** Encourage design and site development practices that enhance and avoid the degradation of watershed health and ecosystem services.
- Policy 4.59** **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.

Hazard-resilient design

Portland has varied topography, with hills, buttes, abundant trees, and vegetation. It is also located at the confluence of two major river systems. As a result, there are periodic floods, wildfires, and landslides. The city is also in a seismically active region, at risk of earthquakes from local faults and the Cascadia Subduction Zone in the Pacific Ocean. These policies direct development away from hazard-prone areas, seek to reduce hazard risks and impacts, and improve resilience to disasters and climate change.

- Policy 4.60** **Evaluating hazards.** Evaluate slope and soil characteristics, including liquefaction potential, landslide hazards, and other geologic hazards.

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- Policy 4.61** **Reducing natural hazards and climate change risks and impacts.** Limit development in or near areas prone to natural hazards where practicable, using the most current hazard and climate change-related information and maps.
- Policy 4.62** **Disaster recovery.** Encourage development approaches that will enhance the ability of people, wildlife, natural systems, and property to withstand and recover from a natural disaster or other major disturbance.
- Policy 4.63** **Urban heat islands.** Encourage development, building, and infrastructure design that reduces urban heat island effects.
- Policy 4.64** **Planning and disaster recovery.** Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, as warranted, in preparation for natural disasters.

Healthy Food

Access to healthy food is important for many reasons. A nourishing diet is critical to maintaining good health and avoiding chronic disease later in life. This leads to better long term public health outcomes and lower healthcare costs. Food behaviors are shaped at an early age. Children who are exposed to healthy foods are more likely to develop healthful food behaviors than those who are not.

In spite of these benefits, many Portlanders do not have good access to healthy food. These policies promote a range of approaches for improving access to healthy food through buying and growing. The policies help meet the Portland Plan goal for 90 percent of Portlanders to live within a half-mile of a store or market that sells healthy food.

- Policy 4.65** **Grocery stores in centers.** Facilitate the development of grocery stores and neighborhood-based markets offering fresh produce in centers.
- Policy 4.66** **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 4.67** **Growing food.** Increase opportunities to grow food for personal consumption, donation, sales, and educational purposes.
- Policy 4.68** **Access to community gardens.** Ensure that community gardens are allowed in areas close to or accessible via transit to people living centers and other high-density areas where residents have few opportunities to grow food in yards.

Chapter 5: Housing

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Ensure adequate access to housing for a socially- and economically-diverse population.
- Support fair, equitable, healthy, resource efficient and physically-accessible housing.
- Establish ways to mitigate gentrification and displacement.
- Concentrate new housing in and around centers and corridors near transit and services to reduce the housing/transportation cost burden.
- Maintain and promote a supply of permanently-affordable housing for Portland's most vulnerable residents.

Why is this important?

While a place to live is a basic human need, not all Portlanders have safe and healthy housing. Ensuring a fair and equitable housing market is essential to providing the opportunities and security people need to live healthy and successful lives. Economic, social and physical barriers limit many Portlanders' access to adequate housing. People of color experience housing discrimination at much higher rates than do white Portlanders, and often have fewer housing choices. Income, immigration status, limited English proficiency, sexual orientation and disability can also limit choices.

In recent years, rising costs and declining incomes have strained household budgets for all but the most well-off. Greater housing and transportation costs mean that the cost burden is being felt not just by low-income households, but also by moderate- and middle-income households. In 2010, nearly one quarter of Portland's renter households were cost burdened, meaning that they spent more than 50 percent of household income on housing and transportation. There were many cost-burdened homeowners as well. Metro's long-range forecasts predict a steep increase in the number of cost-burdened households, particularly amongst low-income households.

HOUSING

The purpose of this chapter is to provide policies that will help Portland meet its need for quality, affordable homes for a growing and socioeconomically-diverse population, and to help ensure equitable access to housing. The Comprehensive Plan Map allows for a more-than-adequate supply of housing to meet the future needs. The challenge is to provide housing with a diverse range of unit types and prices in locations that help meet the needs of all, including low-income populations, communities of color, and people of all ages and abilities.

These goals and policies provide guidance for the regulations, programs, incentives, and partnerships that will help achieve Portland's housing goals.

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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 of color, low-income households, diverse household types, older adults, and households that include people with disabilities.

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 affordable multimodal transportation.

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.

Policies

Diverse and expanding housing supply

About 122,000 new households are expected in Portland between 2010 and 2035.

Oregon's Statewide Planning Goal 10 and the Metropolitan Housing Rule require that cities provide adequate land and plan for a range of housing types that can meet the diverse housing needs of various types of households. The Portland Plan provides additional policy guidance on the benefits of locating high-quality housing in amenity rich centers and corridors.

The policies below set expectations for housing supply and growth. They identify specific types of housing needed to serve a variety of households, including multi-generational families, small and large households with children, older adults and households that include people with disabilities who may need independent living services, assisted living and skilled nursing care facilities.

- 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.
- 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.
- Policy 5.4** **Housing types.** Encourage new and innovative housing types that meet the evolving needs of Portland households and expand housing choices in all neighborhoods. These housing types include 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 allows for and supports a diversity of housing that can accommodate a broad range of households.
- Policy 5.6** **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.

Policy 5.7 **Physically-accessible housing.** Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers and other places which are in close proximity to services and transit.

Policy 5.8 **Accessible design for all.** Encourage new construction and retrofitting to create physically accessible housing, extending from the unit to the community, through the use of Universal Design Principles.

Housing access

Housing supply and household income are not the only factors determining access to housing. Discrimination in the housing market, gentrification, and the changing nature of households over time also influence access to desired housing.

The following policies address discriminatory barriers to fair and equitable access to housing and the impact of gentrification and displacement, particularly for under-served and under-represented populations.

Policy 5.9 **Coordination 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 with fair housing policies.

Policy 5.10 **Remove barriers.** Remove potential regulatory barriers to housing choice for people in protected classes in order to ensure freedom of choice in housing type, tenure, and location.

Policy 5.11 **Impact analysis.** Evaluate plans and investments, and other legislative land use decisions to identify potential disparate impacts on housing choice and access for protected classes.

Policy 5.12 **Housing stability.** Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

Policy 5.13 **Preserving communities.** Encourage plans and investments to protect and restore the socioeconomic diversity and cultural stability of established communities.

Policy 5.14 **Gentrification/displacement risk.** Evaluate plans and investments for the potential to cause gentrification/displacement in areas with concentrations of communities of color, low- and moderate-income households, and renters.

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- Policy 5.15** **Involuntary displacement.** When plans and investments are expected to create neighborhood change, limit the involuntary displacement of under-served and under-represented people. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to mitigate the impacts of market pressures that cause involuntary displacement.
- Policy 5.16** **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.
- Policy 5.17** **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.

Housing location

The Portland Plan’s Healthy Connected City strategy provides policy guidance to expand opportunities for Portlanders to live in complete communities offering a mix of desirable services and opportunities. Housing that is located in a walkable neighborhood near active transportation, employment centers, open spaces, high-quality schools and various services and amenities enhances the general quality of life for its residents. Neighborhoods in Portland offer varying levels of opportunity (See Figure 5-1), with housing in high opportunity neighborhoods tending to be expensive compared to more affordable housing in areas that offer fewer opportunities. However, there are also small parts of Portland that are lacking in both opportunities as well as quality affordable housing units.

The following policies support efforts to provide equitable access to locational opportunities for under-served and under-represented populations in Portland.

- Policy 5.18** **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 5.19** **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 5.20** **New development in high opportunity areas.** Locate new affordable housing in areas that are opportunity rich 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 5.21 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 5.22 Impact of housing on schools.** Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility.

Housing affordability

Housing affordability is a growing concern for Portland. Many households in the city have to spend significantly more than the recommended 30 percent of their income on housing. Households are considered cost-burdened if they spend more than 50 percent of their income on housing and transportation. More and more households are falling into this category because of steep increases in home prices, a tight rental market, increases in gasoline prices and transportation costs, and falling household incomes. Population projections for 2030 indicate that 25 to 30 percent of households in several parts of Portland will be housing cost-burdened.

The following policies respond to the challenges of housing affordability through regional cooperation, housing preservation and production efforts that lower housing costs, and provide homeownership opportunities for under-served and under-represented populations.

- Policy 5.23 Housing preservation.** Preserve and produce affordable housing to meet the needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.
- Policy 5.24 Permanently affordable housing.** Evaluate plans and investments for their impact on the supply of permanently affordable housing. Increase the supply where practicable.
- Policy 5.25 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.
- Policy 5.26 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 5.27 Affordable housing in centers.** Encourage income diversity in and around centers by allowing a mix of housing types and tenures.

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- Policy 5.28 Affordable housing resources.** Pursue a variety of funding sources and mechanisms to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.
- Policy 5.29 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 5.30 Mobile home parks.** Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents.
- Policy 5.31 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 5.32 Employer-assisted housing.** Encourage employer-assisted affordable housing in conjunction with major employment development.
- Policy 5.33 Compact single-family options.** Encourage development and preservation of small resource-efficient and affordable single family homes in all areas of the city.
- Policy 5.34 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 5.35 Homeownership retention.** Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.
- Policy 5.36 Variety in homeownership opportunities.** Encourage a variety of ownership opportunities and choices by allowing and supporting the creation of condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.
- Policy 5.37 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 5.38 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.

Homelessness

Understandably, the homeless population is most vulnerable to decreasing affordability and declining household prosperity. Unified guidance by the City of Portland, Multnomah County and Home Forward is provided through their jointly authored plan, *A Home for Everyone: A United Community Plan to End Homelessness in Multnomah County (2013)*. This plan focuses resources to support priority populations, particularly families with children, unaccompanied youth, adults with disabilities, women, and veterans. It focuses investments in six program areas to prevent and end homelessness, including housing, income and benefits, health, survival and emergency services, access to services and systems coordination. The purpose of the plan is to prevent homelessness, and reduce the time people spend being homeless. The following policy provides land use support for the priorities identified by this plan.

Policy 5.39 Housing continuum. Prevent homelessness and reduce the time spent being homeless by ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed, including but not limited to transitional housing, self-built micro housing communities, emergency shelters, temporary shelters such as warming centers and transitional campgrounds.

Health and safety

Having a place to live does not guarantee health and safety. A critical connection exists between the quality of the housing unit and the health of its occupants.

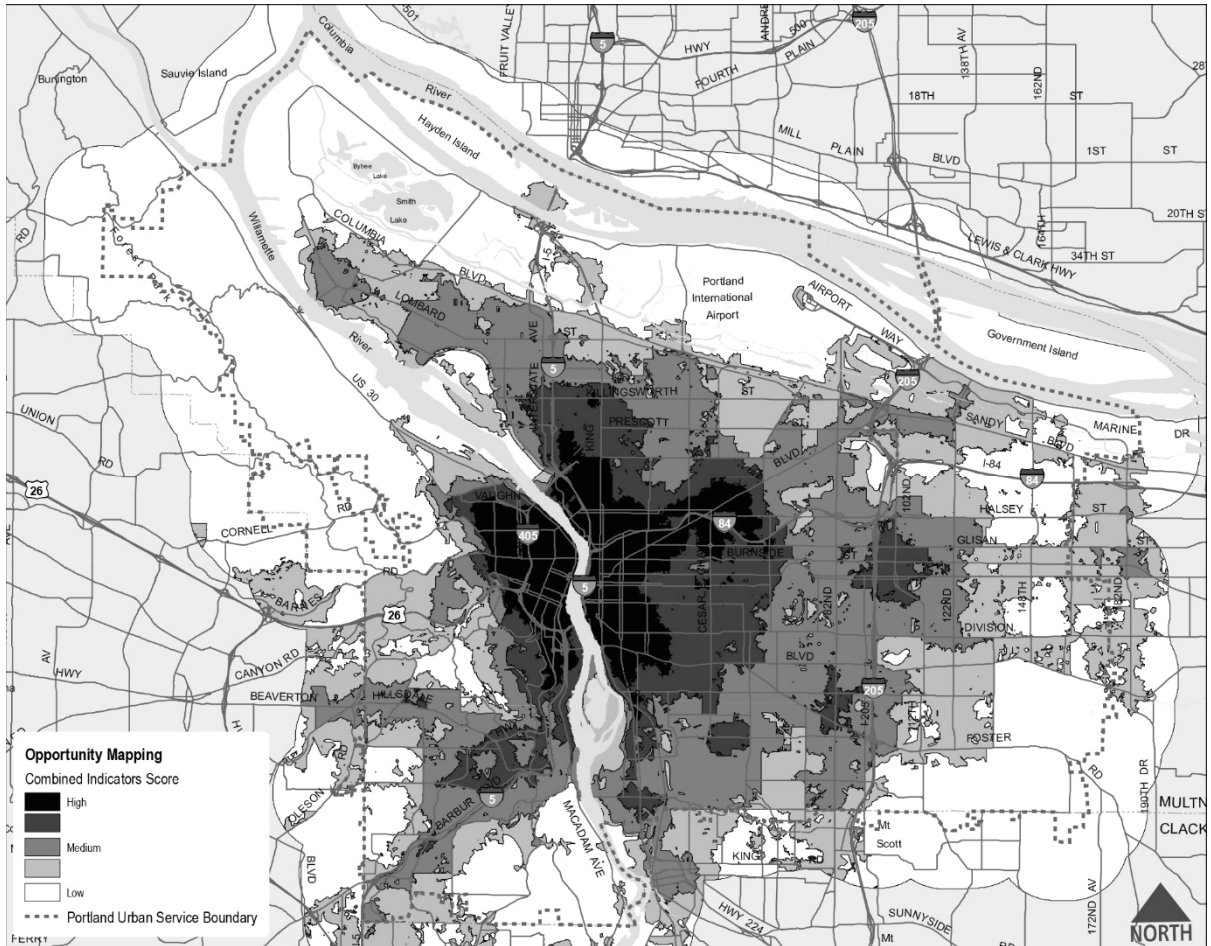
A safe housing unit is largely free of hazardous materials, such as lead and radon. It is also free of mold, is not in a state of disrepair, and offers emergency safety features, such as carbon monoxide monitors, smoke alarms, and emergency exits. Access to open spaces, opportunities for social interactions, green features, and adaptability also influence the health of a community. The following policies focus on building and maintaining Portland’s housing stock in ways that foster community health.

Policy 5.40 Healthy housing. Encourage development and maintenance of housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

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- Policy 5.41** **Housing quality.** Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from noise, pests, hazardous environmental conditions, and materials.
- Policy 5.42** **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 5.43** **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.
- Policy 5.44** **Walkable surroundings.** Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities, such as secure bicycle parking.
- Policy 5.45** **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.

Figure 5-1. Housing Opportunity Map



Chapter 6: Economic Development

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Provide land supply to support job growth, and to expand the use of tools, such as brownfield redevelopment, to increase efficient use of land.
- Expand economic opportunity and improve economic equity for Portland's growing population through sustained business growth.
- Support traded sector growth, expand exports and retain Portland's position as an innovative industrial and commercial center and a West Coast trade gateway.
- Provide land use policies to support the growth and vitality of business districts.
- Create an environment that encourages innovation and entrepreneurship, builds on local strengths for business success and growth, and offers businesses a functional and attractive place to locate.

Why is this important?

A healthy economy provides opportunities for people to achieve their full potential and it is the foundation of a livable city. A healthy economy supports the creation of living wage jobs for our growing and increasingly diverse population. It supports a growing tax base for public services. It also improves health and educational outcomes. People with stable jobs and reliable incomes have resources to meet their basic needs, which contributes to their physical and mental health, and to the educational and economic success of youth.

Portland is an innovative employment center in a region with strong economic and export growth. Economic strengths also include a successful Central City and industrial base, a primarily middle-class distribution of jobs that support a diverse community, and livability advantages that attract population growth and talent. However, these strengths mask trends toward declining prosperity for many Portlanders and highlight that economic development must be a higher priority in the coming decades than it has been.

Since 2000, job growth in the city has fallen far short of housing growth. Rising costs of living have outpaced average wages. The share of middle-wage jobs and resulting upward-mobility opportunities for low-income people has declined. Income growth has been concentrated among the top-earning 20 percent of the workforce. In addition, deep income disparities persist for under-represented and under-served populations, such as people of

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color. Research suggests that cities with more equitable economies have stronger economies.

As businesses face an increasingly competitive regional and global marketplace, new directions are needed to sustain job growth and improve economic equity. The region's primarily industrial traded sectors that drive regional prosperity will need more investment in workforce education, land supply, freight infrastructure and innovation. Improving economic equity and affordability will depend on making equity a more central part of City policy and investments.

New land development approaches are needed to improve local competitiveness in regional markets, including more brownfield redevelopment, low-cost office development and institutional zoning. Land use programs must address the increasingly blurred lines between commercial, industrial and create services sectors. Citywide neighborhood prosperity will depend on new approaches to concentrated commercial growth in centers, neighborhood revitalization, flexibility, affordability and small business growth. And business climate improvements are needed to keep regulatory burdens and fees competitive in the regional marketplace.

The world economy is a dynamic system. Portland's economy will continue to change in response to technology, social change and global trends. Zoning and land use must respond to these changes. This kind of local economic innovation will be key to Portland being a player in development of the future economy.

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Goals

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.

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.

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 Oregon and the Columbia River basin.

Policies

Diverse, expanding city economy

Diverse economic growth is central to Portland's long-term prosperity. It provides jobs for a growing population, improved equity, fiscal stability, neighborhood prosperity, and economic resilience. Moreover, Portland is a statewide economic engine with opportunities and benefits that extend beyond city boundaries.

About 140,000 new jobs are expected in the city between 2010 and 2035, which is consistent with local and national 25-year trends. The policies below set explicit economic growth targets, highlight coordination opportunities, and specify benefits that should be sought through economic growth, and call out important local strengths that support economic growth.

- Policy 6.1** **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, and institutional) and across all parts of the city.
- Policy 6.2** **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 6.3** **Fiscally-stable city.** Maintain a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.
- Policy 6.4** **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 6.5** **Low-carbon economy.** Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with energy efficiency projects, waste reduction, production of more durable goods, and recycling.
- Policy 6.6** **Competitive advantages.** Maintain and strengthen the city's comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.
- Policy 6.7** **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.

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- Policy 6.8** **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 6.9** **Business innovation.** Encourage innovation, research, development, and commercialization of new technologies, products, and services through responsive regulations and public sector approaches.
- Policy 6.10** **Sharing economy.** Encourage mechanisms that enables 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 6.11** **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.

Land development

According to forecasts, Portland will continue to have relatively strong demand for employment land development. However, most of Portland’s land supply for employment growth is on land that has constraints or is already developed.

Statewide Planning Goal 9 – Economic Development requires Portland to provide adequate long-term and short-term land supply for economic development and job growth, consistent with an Economic Opportunities Analysis. Forecasted demand for buildable land by 2035 includes 150 acres in the Central City, 1,350 acres in industrial districts, 690 acres in neighborhood business districts, and 370 acres for campus institutions.

New directions to support Portland’s land supply for job growth include policies for adequate long-term and short-term development capacity, a targeted increase in brownfield redevelopment, incentives to maintain competitiveness in regional markets, and guidance for streamlining the City’s regulatory climate.

- Policy 6.12** **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.
- Policy 6.13** **Land efficiency.** Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land.

- Policy 6.14** **Brownfield redevelopment.** 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** **Annexation.** Facilitate a predictable, equitable process for annexation of employment lands within the urban services area as needed to meet the City’s forecasted land needs. See the West Hayden Island policy in the Industrial and Employment Districts section below.
- Policy 6.16** **Regionally-competitive development sites.** Improve the competitiveness of the 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 6.17** **Regulatory climate.** Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:
- 6.17.a.** Assess and monitor cumulative regulatory costs to ensure that Portland is financially competitive with other comparable cities.
 - 6.17.b.** Promote certainty for new development through appropriate allowed uses and “clear and objective” standards to permit typical development types without a discretionary review.
 - 6.17.c.** Allow discretionary-review as a way to facilitate flexible and innovative approaches to meet requirements.
 - 6.17.d.** Design and monitor development review processes to avoid unnecessary delays.
 - 6.17.e.** Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and avoid duplicative procedures when City policies can be achieved through other means.
- Policy 6.18** **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 6.19** **Evaluate land needs.** Update the Economic Opportunities Analysis and short-term land supply strategies every 5 to 7 years.
- Policy 6.20** **Corporate headquarters.** Provide land opportunities in suitable locations for development of corporate headquarters campuses.

Traded sector competitiveness

Global trends have put increasing pressure on regions to strengthen their competitiveness for traded-sector growth, which drives regional prosperity. Traded sectors are local businesses of all sizes that export goods and services and compete in markets outside of the region, bringing income and jobs into the region. These sectors have become more vulnerable and dynamic in the shifting global marketplace, as they reinvent their supply and distribution lines and concentrate activity in lower cost or higher productivity locations.

The following policies call for focusing limited resources on strategic traded sector specializations with growth prospects. This region's growing export activity is concentrated in high tech and advanced manufacturing, where job growth has been modest but output growth continues to outpace the service sectors. Other growing export specializations include software, apparel, clean-tech, freight-hub distribution, and creative services. While these growing specializations are expected to shift over time with market changes, connecting existing and emerging local business with global markets helps bring new resources into the region.

- Policy 6.21** **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 6.22** **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** **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 6.25** **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.
- Policy 6.26** **Traded sector diversity.** Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

Equitable household prosperity

National and local trends reveal growing inequities in economic opportunity. Income growth has been concentrated among the top-earning 20 percent of the workforce as disproportionate barriers to upward mobility persist for people of color and people with disabilities. Since 2000, slower job growth and the decline of middle-wage jobs have further widened economic insecurity, increased unemployment, and reduced upward-mobility opportunities for the working poor. Rising inequality threatens the long-term stability of our economy.

In response, the Portland Plan set a high bar for improving economic equity, targeting increased levels of income self-sufficiency from 77 percent of county households to 90 percent by 2035. The new policy directions below support expanded employment, and housing opportunities to increase middle-class prosperity, improve job growth in East Portland, and coordinate efforts to overcome poverty and disparities.

- Policy 6.27** **Income self-sufficiency.** Improve 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 facilities to support and expand opportunities in Portland for middle and high wage jobs that do not require a 4-year college degree. Evaluate plans and investments for their impact 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.

Transportation, public facilities, and economic development

Transportation and other public facilities and services play critical roles in ensuring an adequate land supply for job growth, strengthening competitive location advantages, and providing better access to employment opportunities. See the Public Facilities and Transportation chapters for related policies on prosperity objectives, leveraging private investment, and freight mobility.

Central City

Central City is the region's and the state's high density employment center. While it is primarily an office district for professional and business services, finance, information, and government, it's also a key location for the entertainment, tourism, small industry, and education sectors. See the Central City 2035 plan for the land use and development policies for this part of the city's economy. The following policies provide overall direction for the Central City's continued employment growth, competitive roles in the region, and land use in the Central City industrial districts.

Policy 6.32 Central City. Maintain 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 6.33 Central City industrial districts. Protect and facilitate the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

Industrial and Employment Districts

Portland is the core of the region's distribution and diverse manufacturing economy, including the state's (and the Columbia River Basin's) largest seaport, rail hub, and airport. Established "industrial sanctuaries" meet the needs of manufacturing and distribution firms for medium to large sites, and are buffered from housing. Other types of employment areas include flex space developments, incubator districts for emerging local businesses, industrial headquarters offices, and dispersed neighborhood employment areas. The businesses in these districts are a primary source of Portland's middle-wage jobs, upward mobility opportunities, and traded sector activity (See Figure 6-1).

Looking forward to 2035, new strategies are needed to expand capacity for employment growth while also meeting environmental and other objectives. The policies below call for new tools to accelerate brownfield redevelopment, make freight investments that expand market access and industrial land intensification, more effectively protect prime industrial land, and strategically expand industrial and flexible neighborhood employment areas.

- Policy 6.34 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 under-represented people.
- Policy 6.35 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 6.36 Prime industrial land retention.** Protect the multimodal freight-hub industrial districts at Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land (see Figure 6-1) that is prioritized for long-term retention:
- 6.36.a.** Strictly limit quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land and consider the potential for amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.
 - 6.36.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.
 - 6.36.c.** Identify how regulations affect the capacity, affordability, and viability of industrial uses, and minimize those impacts.
 - 6.36.d.** Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics.
- Policy 6.37 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 6.38 Industrial land use intensification.** Encourage reinvestment and intensification of industrial land use, as measured by output and throughput per acre.
- Policy 6.39 Industrial brownfield redevelopment.** Provide incentives, technical assistance and direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.

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- Policy 6.40** **Portland Harbor Superfund Site.** Take a leadership role in prompt resolution and cleanup of the Portland Harbor Superfund Site and redevelopment of associated brownfields. 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** **West Hayden Island.** Provide for the future annexation of West Hayden Island for a combination of open space and deep water marine industrial uses with supplemental requirements in a plan district or other implementation agreement that ensures mitigation of impacts and provision of public benefits. The annexation ordinance, future zoning, plan districts, and intergovernmental agreements will be used to:
- Allow no more than 300 acres for future deep water marine terminal and infrastructure development.
 - Permanently protect and enhance at least 500 acres as open space, to be managed primarily for the benefit of the regional ecosystem.
- Policy 6.42** **Multimodal freight corridors.** Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.
- 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** **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.
- Policy 6.45** **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 6.46** **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 6.47** **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 6.48** **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 become available for reuse.
- Policy 6.49** **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 6.50** **Public facilities and land acquisition.** Limit the use of prime industrial land for parks or other non-industrial public facilities.
- Policy 5.51** **Mitigation banks.** Facilitate industrial site development by promoting and allowing environmental mitigation banks that serve industrial land uses on prime industrial land.
- Policy 6.52** **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.

Campus institutions

Health care and education sectors are concentrated in large hospital, college, higher education and high school campuses (see Figure 6-2) as well as dispersed smaller facilities. Major institutions are large employers with campuses that vary from pastoral expanses to more concentrated urban grounds. Health care and education are projected to be the city's leading job growth sectors, adding more than 50,000 new jobs by 2035 at campus institutions and in other commercial areas. Rapid growth of campus institutions is a national trend, and best practices offer opportunities to plan effectively for this campus growth, and reduce neighborhood impacts. Examples of new directions in the policies below include designation of major campuses as employment land, regulatory improvements, and transportation-related improvements.

- Policy 6.53** **Campus institutions.** Provide for the stability and growth of Portland's major campus institutions (see Figure 6-2: Campus Institutions) as essential service providers, centers of innovation, workforce development resources, and major employers.
- Policy 6.54** **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.
- Policy 6.55** **Development impacts.** Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design.

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Policy 6.56 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 6.57 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 6.58 Satellite facilities. Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.

Neighborhood business districts

Neighborhood business districts are mixed-use corridors and centers outside of the Central City (see Figure 6-3: Neighborhood Business Districts). Home to retail and related businesses that typically serve customers on-site, they are commonly interspersed with multi-family housing. Many of these districts are experiencing significant growth and change, providing synergistic locations for concentrated housing and commercial growth in “complete neighborhoods” with convenient access to services.

Neighborhood business districts also provide major economic benefits by keeping local dollars circulating within Portland, providing goods and services to nearby residents, defining neighborhood character, supporting small business vitality, and accounting for about one-fourth of all jobs in the city. Neighborhood business districts are especially important to Portland because we are a city mainly made up of small business.

New directions to support these multi-functional places include:

- A framework of new centers and civic corridors well served by pedestrian, bicycle, and transit systems.
- Focused public investments that attract concentrated growth and improve equity, and community-based economic development initiatives that broaden access to jobs and prosperity.
- Opportunities for affordable commercial space and affordable housing.

- Policy 6.59** **Neighborhood business districts.** Provide for the growth, economic equity, and vitality of neighborhood business districts (Figure 6-3).
- Policy 6.60** **District function.** Enhance the function of neighborhood business districts as a foundation of neighborhood livability.
- Policy 6.61** **Small, independent businesses.** Facilitate the retention and growth of small and locally-owned businesses.
- Policy 6.62** **Home based business.** Encourage low-impact home based businesses in residential areas.
- Policy 6.63** **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 6.64** **Investment priority.** Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.
- Policy 6.65** **Involuntary commercial displacement.** Evaluate plans and investments for their impact on existing businesses.
- 6.66.a.** Limit involuntary commercial displacement in areas at risk of gentrification and incorporate tools to reduce the cost burden of rapid neighborhood change on vulnerable small business owners.
- 6.66.b.** Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.
- Policy 6.66** **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 are assumed to be replaced ultimately by more permanent development and uses.

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Policy 6.67 **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.

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

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

6.68.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 6.68 **Centers.** Encourage concentrations of commercial services and employment opportunities in centers.

6.68.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.

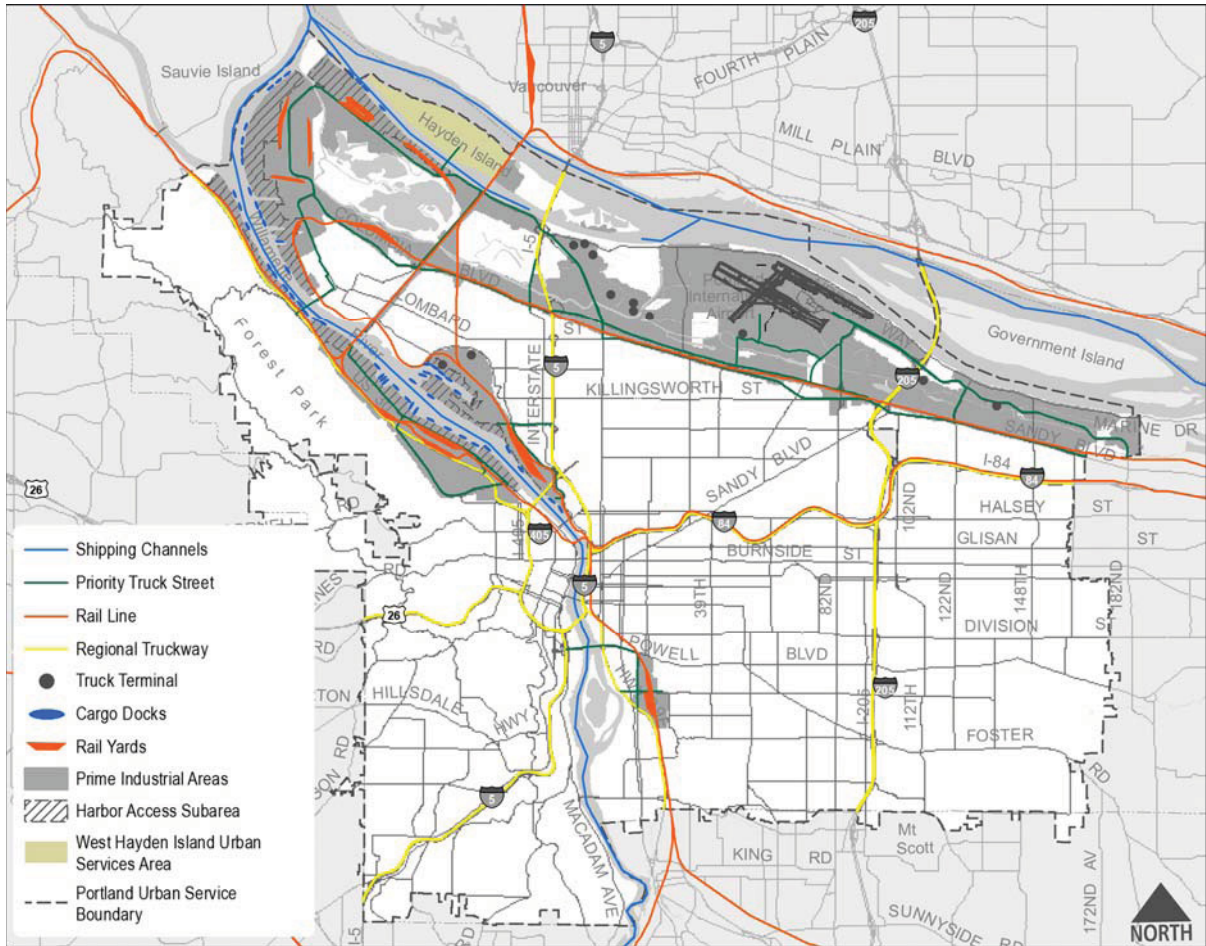
6.68.b. Encourage the development and retention of grocery stores and local markets as essential elements of centers.

6.68.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.

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

6.68.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.

Figure 6-1. Industrial and Employment Districts



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Figure 6-2. Campus Institutions

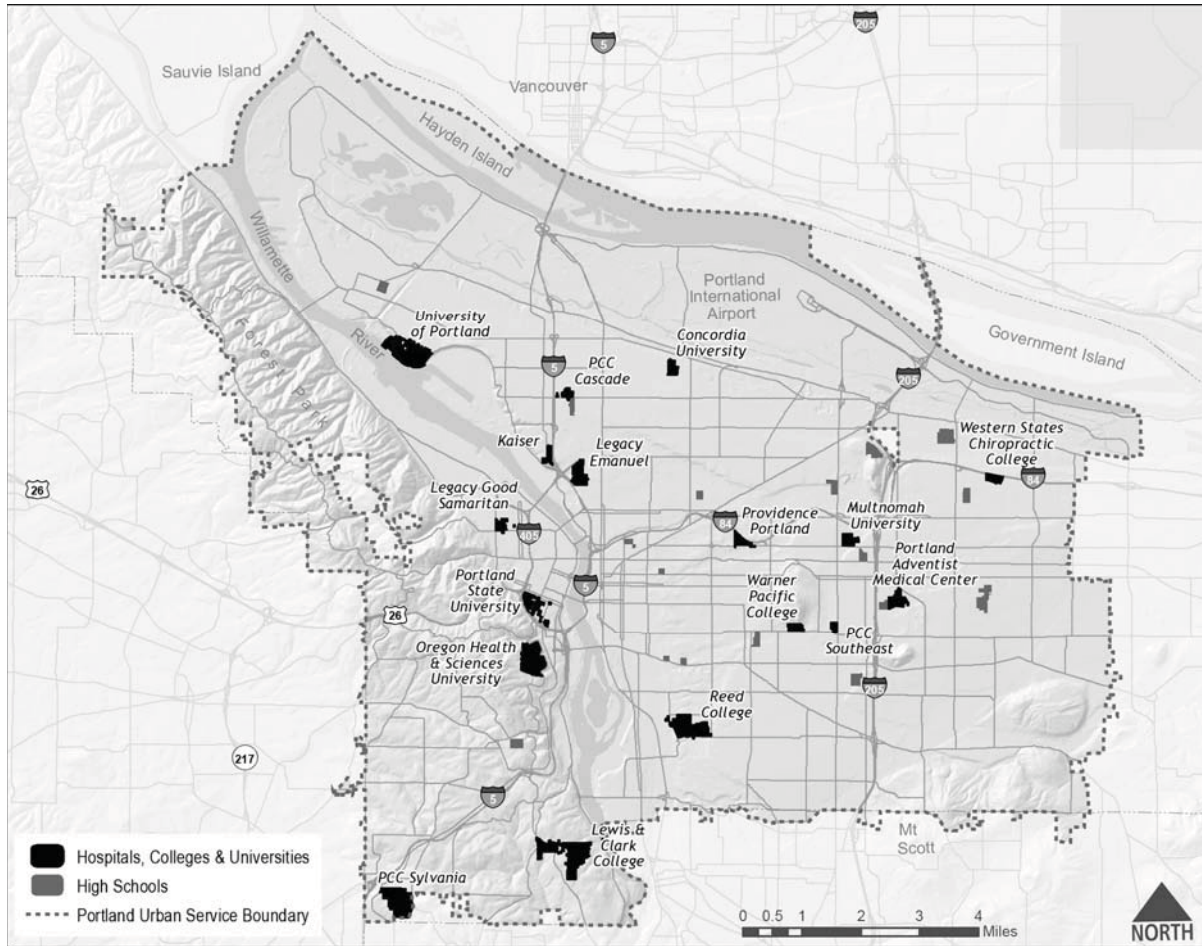
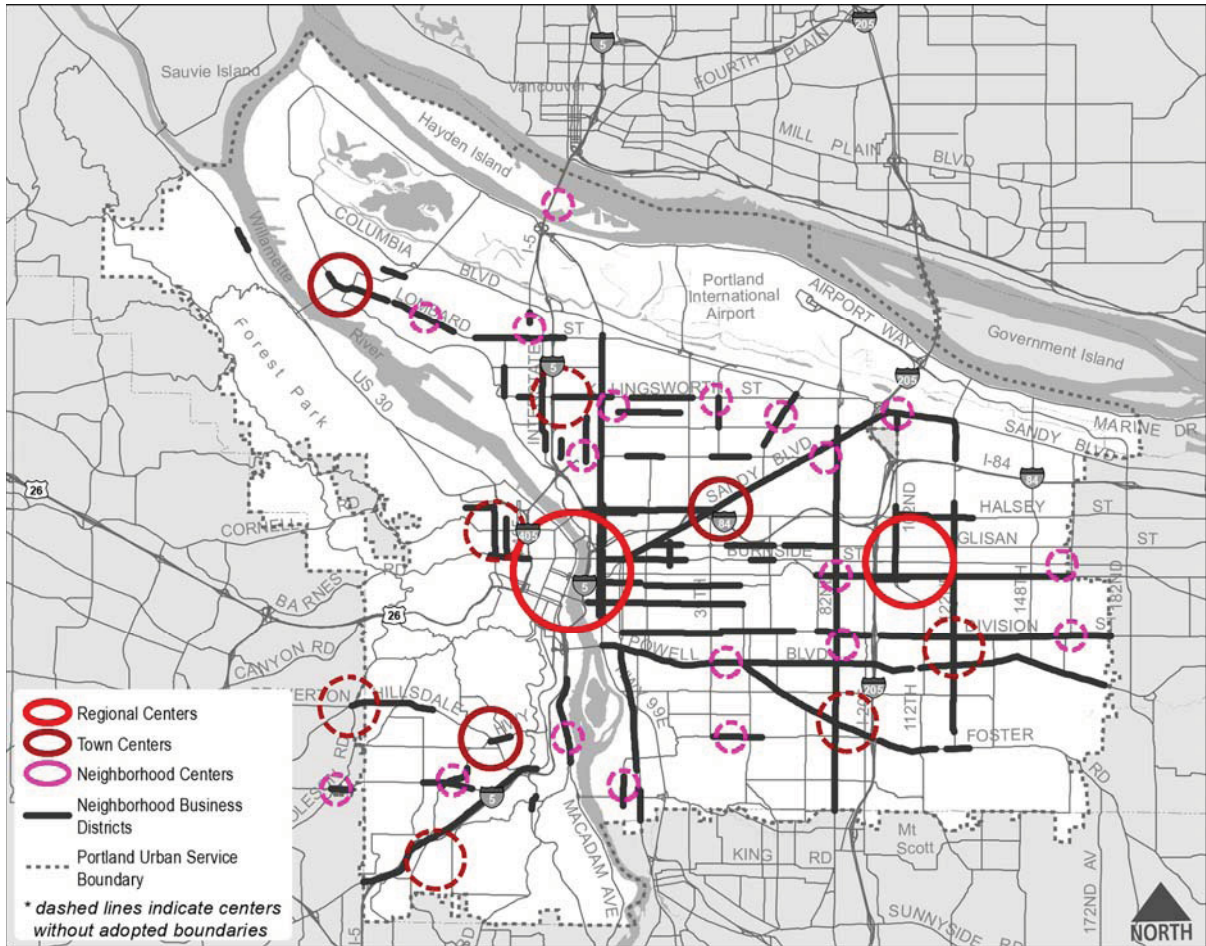


Figure 6-3. Neighborhood Business Districts



Chapter 7: Environment and Watershed Health

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Recognize the economic, health, and intrinsic values of nature, and the importance of community stewardship.
- Preserve natural resources and the beneficial functions and services they provide.
- Improve air quality and watershed health, including hydrology, water quality, fish and wildlife habitat, and biodiversity.
- Recognize the city's impact on global climate change, and opportunities to reduce carbon emissions.
- Recognize the importance of a healthy urban forest and natural systems in reducing the impacts of natural hazards, such as landslides and flooding, and in adapting to climate change.
- Prevent incremental environmental degradation including the spread of invasive species, loss of habitat, and adverse impacts of additional impervious surfaces.
- Ensure that environmental protection programs and regulations reflect current data, science, and evaluation of impacts to under-served and under-represented communities.
- Advance good decisions and adaptive management through better data collection.
- Provide guidance that addresses the distinct ecological issues of specific watersheds.
- Ensure that plans and investments are coordinated with relevant policies from other City plans such as the Portland Watershed Management Plan, Urban Forest Management Plan, Climate Action Plan, and Natural Hazard Mitigation Plan.

Why is this important?

Located at the confluence of two major rivers, between two mountain ranges, and adjacent to some of the most fertile agricultural land in the world, Portland's wealth of natural resources provides an array of ecologically, economically and aesthetically valuable ecosystem services. Our rivers, streams and floodplains convey and store water and provide critical habitat for native fish and aquatic species. Our wetlands, trees, and vegetation clean and cool Portland's air and water, stabilize hillsides, soak up rainwater and provide habitat for an abundance of birds and other wildlife. These resources also trap carbon and reduce urban heat island effects, which are increasingly important given the potential impacts of climate change. These natural resources are key contributors to Portland's identity, reputation and sense of place.

The City has a long-standing commitment to maintaining a high-quality environment; however many of Portland's natural resources have been lost over time or are currently at risk. Urbanization has filled floodplains, contributing to seasonal flooding damage. Stormwater runoff from paved areas and rooftops has eroded our stream channels and polluted our streams, many of which are unable to support healthy fish populations. There is concern that anticipated growth and development will result in substantial tree removal, continued habitat loss, and negative impacts on at-risk plant and animal species.

The City's land use plans and investments have been, and will continue to be, instrumental in helping contribute to improvements in air and water quality over time, and in preserving natural resources. In addition, the City and community have made substantial investments of time and money to restore our watersheds. The goals and policies in this chapter protect these investments and help the City meet various regulations to protect public health and the environment. With thoughtful guidance, we can achieve and sustain healthy watersheds and a healthful environment as the city grows.

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Goals

Goal 7.A: Climate

Carbon emissions are reduced by 50% below 1990 levels.

Goal 7.B: Healthy watersheds and environment

Ecological and ecosystem functions are maintained and watershed conditions have improved over time.

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.

Policies

Planning for natural resource protection

Portland's quality of life depends on maintaining clean air, water, soil, and a healthy environment overall. The policies in this section will preserve and maintain environmental quality by emphasizing protection of natural resources and their functions, consistent with widely accepted ecological principles and scientific literature. These policies call for an up-to-date natural resource inventory and actions to protect air, water, soil, climate, biodiversity, and existing significant natural resources. They also call for consideration of tradeoffs in developing environmental protection programs.

- Policy 7.1 Environmental quality.** Protect air, water, and soil quality and associated benefits to public and ecological health and safety.
- Policy 7.2 Climate action.** Update and implement the Climate Action Plan to reduce carbon emissions and resilience through policy, regulations, investment, and behavior change.
- Policy 7.3 Biodiversity.** Maintain self-sustaining populations of native plants, native resident and migratory fish, and wildlife species, including at-risk species and beneficial insects such as pollinators.
- Policy 7.4 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, including 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 7.5 Natural resource inventory.** Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources.

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- Policy 7.6** **Environmental protection programs.** Adopt 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 the potential consequences of allowing conflicting uses.
- Policy 7.7** **Environmental protection program updates.** Improve the effectiveness of environmental protection plans and regulations. Updates will reflect current data and science, consider impacts on under-served and under-represented communities, and meet multiple city goals.
- Policy 7.8** **Land acquisition priorities and coordination.** Maintain a prioritized list of natural resource types, target areas, or properties desirable for public acquisition to support long-term natural resource protection, and establish a process for coordinating acquisition with other programs including strategies to maintain employment land capacity, programs to protect water quality, and programs to reduce exposure to flooding hazards.

Protecting natural resources in development situations

The following policies provide guidance for land use regulations that address significant natural resources where new development is proposed. They will help ensure that the potential adverse impacts of development are well understood, and avoided where practicable. These policies also call for an evaluation of design alternatives to minimize impacts, and mitigation approaches that fully mitigate unavoidable impacts.

- Policy 7.9** **Impact evaluation.** Evaluate the potential adverse impacts of proposed development on significant natural resources, their functions, and the ecosystem services they provide.
- Policy 7.10** **Regulatory hierarchy: avoid, minimize, mitigate.** Require 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 7.11** **Mitigation effectiveness.** Encourage mitigation approaches that maximize the intended natural resource-related benefits. Require on-site mitigation unless off-site mitigation within the same watershed will improve mitigation effectiveness.
- Policy 7.12** **State and federal coordination.** Coordinate implementation of these policies to ensure consistency with state and federal permitting authorities.
- Policy 7.13** **Ecosystem services.** Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

Improving environmental quality and preventing degradation

The following policies are intended to support improving environmental quality over time as the city grows. They provide direction to enhance the condition, capacity, and resilience of Portland's air and water. They support Portland's watershed plan goals to restore hydrology, water quality, habitat and biological communities. These policies call for more effectively preventing incremental environmental degradation, including the spread of invasive species, soil loss, habitat fragmentation, and introduction of hazards to wildlife. They support a healthy urban forest and recognize that healthy natural systems reduce natural hazard risks. They also help the City mitigate and adapt to climate change.

Like preventive medicine, preventing additional environmental degradation will be more successful and cost-effective than addressing problems as they increase in severity. These policies will help the City avoid exacerbating adverse and disproportionate impacts on under-served and under-represented communities. While some of the impact areas listed below are regulated by other agencies, the City's land use plans and investments can help avoid or reduce impacts, while also improving conditions over time.

Policy 7.14 Air quality. Ensure that plans and investments are consistent with and advance efforts to improve air quality and reduce exposure to air toxics, criteria pollutants, and urban heat island effects. Consider air quality related health impacts on all Portlanders, with an emphasis on under-served and under-represented communities.

Policy 7.15 Hydrology. Ensure that plans and investments are consistent with and advance efforts to improve watershed hydrology by achieving more natural flow and enhancing conveyance and storage capacity in rivers, streams, floodplains, wetlands, and groundwater 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, where practicable.

Policy 7.16 Water quality. Ensure that plans and investments are consistent with and advance efforts to improve water quality in rivers, streams, floodplains, groundwater, and wetlands, including reducing toxics, bacteria, temperature, metals, and sediment pollution. Consider water quality related health impacts on all Portlanders, especially under-served and under-represented communities.

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Policy 7.17 **Habitat and biological communities.** Ensure that plans and investments are consistent with and advance efforts to improve the diversity, quantity, and quality, of fish and wildlife habitat and habitat corridors, especially rare and declining habitat types and habitats that support at-risk plant and animal species and communities.

Policy 7.18 **Habitat connectivity.** Ensure that plans and investments are consistent with and advance efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by:

- Preventing habitat fragmentation.
- Improving habitat quality.
- Weaving habitat into sites as new development occurs.
- Enhancing or creating habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.

Policy 7.19 **Urban forest.** Ensure that plans and investments are consistent with and advance efforts to improve the quantity, quality, and equitable distribution of Portland’s urban forest:

7.19.a. Require or encourage preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas as an element of discretionary land use reviews.

7.19.b. Coordinate plans and investments with efforts to improve tree species diversity and age diversity.

7.19.c. Support progress toward meeting City tree canopy targets.

7.19.d. 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.

7.19.e. Require native trees and vegetation in significant natural resource areas.

7.19.f. Encourage planting of native trees and vegetation generally, and especially in urban habitat corridors.

7.19.g. Identify priority areas for tree preservation and planting in land use plans.

Policy 7.20 **Soils.** Coordinate plans and investments with programs that address human-induced soil loss, erosion, contamination, or other impairments to soil quality and function.

- Policy 7.21** **Invasive species.** Ensure that plans and investments are consistent with and advance efforts to prevent the spread of invasive plants, and support efforts to reduce the impacts of invasive animals and insects.
- Policy 7.22** **Natural hazards.** Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks, especially as they affect under-served and under-represented communities.
- Policy 7.23** **Low-impact development and best practices.** Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure, especially for City-owned, managed, or funded facilities.
- Policy 7.24** **Impervious surfaces.** Limit impervious surfaces to reduce impacts on hydrologic function, air and water quality, habitat connectivity, and tree canopy.
- Policy 7.25** **Hazards to wildlife.** Encourage building, 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 7.26** **Access to nature.** Promote equitable, safe, and well-designed physical and visual access to nature while also protecting 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.
- Policy 7.27** **Carbon sequestration.** Enhance the capacity of Portland’s urban forest, soils, and water bodies to serve as carbon reserves.
- Policy 7.28** **Climate adaptation and resilience.** Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to temper and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.
- Policy 7.29** **Brownfield remediation.** Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

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- Policy 7.30 Adaptive management.** Evaluate trends in watershed and environmental health using current monitoring data and information to guide improvements in the effectiveness of City plans, regulations, and infrastructure investments.
- Policy 7.31 Restoration partnerships.** Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil conservation organizations, and community organizations and groups to maximize the benefits and cost-effectiveness of watershed environmental efforts and investments.
- Policy 7.32 Coordinated stormwater management.** Coordinate transportation and stormwater system planning in areas with unimproved or substandard rights of way to improve water quality, pedestrian safety, and enhance neighborhood livability.
- Policy 7.33 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.

Other policies in Chapters 3 and 4 are essential counterparts to the policies in the section above.

Aggregate resources

- Policy 7.34 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 7.35 Aggregate resource development.** Ensure that development of aggregate resources minimizes adverse environmental impacts and impacts on adjacent land uses.
- Policy 7.36 Mining site reclamation.** Ensure that reclamation of mining sites protect public health and safety, restore the site to adequate watershed conditions and functions, and is compatible with the surrounding land uses and conditions of nearby land.

Watershed specific policies

The policies above guide planning, actions, and investments citywide. The following policies are intended to augment the citywide Watershed Health and Environment policies, by providing additional guidance relating and responding to the characteristics within each of Portland's distinctive watersheds. They address watershed-specific habitat types, hydrology, water quality issues, and stormwater management challenges. Together, the citywide and watershed-specific policies support the close coordination of watershed health and land use programs, guiding land use planning-related activities and future infrastructure investments. While these watersheds are not entirely within Portland's urban services boundary, Portland's actions can have significant benefits for the watershed as a whole.

Columbia River Watershed

- Policy 7.37 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 7.38 Sensitive habitats.** Enhance grassland, beach, riverbanks, wetlands 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 7.39 Flood protection coordination.** Coordinate plans and investments with special districts and agencies responsible for managing and maintaining certification of levees along the Columbia River.
- Policy 7.40 Floodplain protection and restoration.** Promote restoration and protection of floodplain habitats as a flood protection strategy.

Willamette River Watershed

- Policy 7.41 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 7.42 Stream connectivity.** Improve stream connectivity between the Willamette River and its tributaries.
- Policy 7.43 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.

ENVIRONMENT AND WATERSHED HEALTH

- Policy 7.44** **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 7.45** **Contaminated sites.** Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of the Portland Harbor Superfund site and other contaminated upland sites.
- Policy 7.46** **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 7.47** **Riparian corridors.** Increase the width and quality of vegetated riparian buffers along the Willamette River where practicable.
- Policy 7.48** **Connected upland and river habitats.** Enhance habitat quality and connectivity between the Willamette riverfront and upland natural resource areas.
- Policy 7.49** **Forest Park.** Enhance Forest Park as an anchor habitat and recreational resource.

Columbia Slough Watershed

- Policy 7.50** **Fish passage.** Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.
- Policy 7.51** **Flow constriction removal.** Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.
- Policy 7.52** **Riparian corridors.** Increase the width and quality of vegetated riparian buffers along Columbia Slough channels where practicable, while also managing the slough for flood control.
- Policy 7.53** **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 sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.
- Policy 7.54** **Connected rivers habitats.** Enhance upland habitat connections to the Willamette and Columbia rivers.

Policy 7.55 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.

Fanno and Tryon Creek Watersheds

Policy 7.56 Stream connectivity. Encourage the daylighting of piped portions of Tryon and Fanno creeks and their tributaries.

Policy 7.57 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 7.58 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.

Johnson Creek Watershed

Policy 7.59 In-stream and riparian habitat. Enhance in-stream and riparian habitat and improve fish passage for salmonids along Johnson Creek and its tributaries.

Policy 7.60 Floodplain restoration. Enhance Johnson Creek floodplain functions to increase flood-storage capacity, improve water quality, and enhance fish and wildlife habitat.

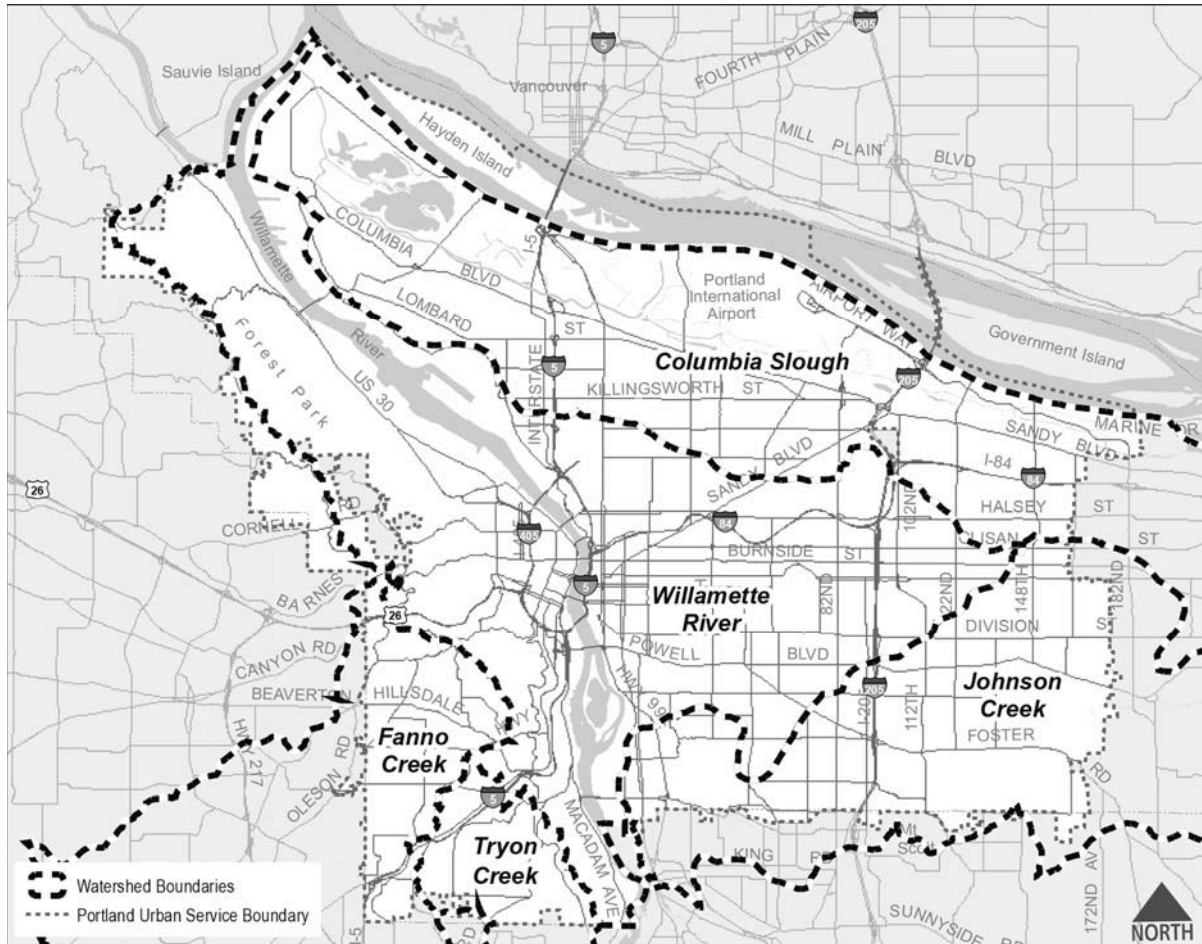
Policy 7.61 Connected floodplains, springs, and wetlands. Enhance hydrologic and habitat connectivity between the Johnson Creek floodplain and its springs and wetlands.

Policy 7.62 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 7.63 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.

For additional policy guidance regarding geographically-specific issues and opportunities, see Chapter 4 —Design and Development.

Figure 7-1. Portland's Watersheds



Chapter 8: Public Facilities and Services

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Set clear standards for service delivery and system expansion for public rights-of-way, sanitary and stormwater systems, water, parks and recreation, public safety and emergency response, solid waste management, school facilities, technology access, and energy infrastructure.
- Emphasize the development of facilities that serve multiple goals.
- Affirm methods for interagency and intergovernmental coordination.
- Advance an adaptive management approach to improve reliability and resilience.
- Provide more equitable service delivery.
- Reduce risks to human and environmental health and safety.

Why is this important?

High-quality and dependable basic public services, like clean water and reliable sewer and stormwater management services, are essential to Portland's future success. Cost-effective and dependable services improve quality of life, affordability, and make Portland a more attractive place to do business. Well-built and well-maintained facilities also help the city recover from damaging natural events and emergencies. The City's public facilities and services can also help create a vibrant public realm.

The City's public facility systems provide water, sewer, transportation, parks and civic services. Public facilities include the varied and extensive networks of streets and pipes, as well as parks and natural areas, that not only manage stormwater and flooding, but also help provide places for recreation. Public services include things like public transportation and police, fire, and emergency response. In addition, services such as access to broadband technology, electricity and natural gas, and comprehensive waste, recycling, and composting services are essential for households and businesses. It takes the collective and coordinated effort of multiple agencies and regulated utilities to maintain and operate the complex systems used to manage and provide these necessities to Portlanders.

Public agencies aim to provide basic services to all Portlanders. However, for a variety of reasons, not all services are distributed equitably across the city. The agencies charged with managing public facility systems must balance the need to maintain existing services and infrastructure with the need to bring new or improved services to more recently annexed

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areas of the city, to under-served communities, and to new residents and businesses. In addition, these improvements must be made in ways that meet federal, state, and regional regulations.

Given the likelihood of environmental, economic, and technological change in the next twenty years, the agencies that deliver, build, and manage services and facilities must reinvent systems and facilities to satisfy multiple uses, withstand environmental stress, and adapt to changing circumstances. The goals and policies in this chapter support the equitable, efficient, and adaptive management approaches that are needed to provide high-quality facilities and services to all Portlanders, including those in future generations.

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Goals

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.

GOAL 8.B: Multiple benefits

Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

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.

GOAL 8.D: Public rights-of-way

Public rights-of-way enhance the public realm and provide a multi-purpose, connected physical space for safe movement and travel, public, and private utilities, and other appropriate public purposes.

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.

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.

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.

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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 Portlanders 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.

Policies

Service provision

The policies in this section support the maintenance of an urban services boundary to coordinate planning and provision of public facilities. These policies also identify which urban facilities and services are and will be provided by the City of Portland within this boundary. This section supports Statewide Planning Goal 11 — Public Facilities.

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 Service delivery. Provide the following public facilities and services within the City's boundaries of incorporation:

- Comprehensive planning.
- Public rights-of-way, including streets and public trails.
- 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 8.3 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.

Service coordination

While the City of Portland is the primary provider of many urban facilities and services within city limits, other public and private agencies also provide public facilities and services. The City has a responsibility for, and an interest in, the planning, coordination, provision, and, in some cases, regulation of these facilities and services. The following policies identify other public facility providers and encourage planning and service coordination — both within the city boundaries and between the City and partner agencies — to meet the needs of people and businesses.

Policy 8.4 **Interagency coordination.** Maintain interagency coordination agreements with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the city of Portland to ensure effective and efficient service delivery. See Policy 8.2 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 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 and recreational facilities.
- Private utilities for energy, technology, and communications facilities and services.

Policy 8.5 **Outside contracts.** Coordinate with jurisdictions and agencies outside of Portland where the City provides services under agreement.

Policy 8.6 **Public service coordination.** Coordinate with the planning efforts of agencies providing public education, public health services, community centers, library services, justice services, flood protection, energy, and technology and communications services, as appropriate.

Policy 8.7 **Internal coordination.** Coordinate planning and provision of public facilities and services among City agencies, including internal service bureaus, as appropriate.

Policy 8.8 **Co-location.** Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and equity.

Service extension

The policies in this section outline the City's approach towards annexation and service extension to newly-incorporated areas.

Policy 8.9 **Annexation.** Require annexation of unincorporated areas within the City's urban service boundary as a prerequisite to receive urban services.

Policy 8.10 **Feasibility of service.** Evaluate the physical feasibility and cost-effectiveness of extending urban public services to candidate annexation areas.

Policy 8.11 **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 8.12 **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 8.13 **Services to unincorporated urban pockets.** Plan for future delivery of urban services to areas that are within the urban services boundary but outside city limits.

Policy 8.14 **Services outside the city limits.** Prohibit City provision of new urban services, or expansion of the capacity of existing services, in areas outside the city's municipal limits, except in cases where the City has agreements or contracts in place.

Policy 8.15 **Service district expansion.** Prohibit service district expansion or creation within the City's urban services boundary without the City's expressed consent.

Public investment

The following policies support investments in Portland’s public facility systems to maintain and improve system capacity, resolve service deficiencies and properly manage assets. They also reduce risks to the economy, environment and community. Such investments enable the City to provide levels-of-service to meet the needs of residents and businesses.

- Policy 8.16** **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.
- Policy 8.17** **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.
- Policy 8.18** **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.
- Policy 8.19** **Asset management.** Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.
- Policy 8.20** **Risk management.** Maintain and improve Portland’s public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.
- Policy 8.21** **Critical infrastructure.** Increase the resilience of high-risk and critical infrastructure through monitoring, planning, investment, adaptive technology, and continuity planning.
- Policy 8.22** **Capital programming.** Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

Funding

Portland’s investments in the public facility systems necessary to serve designated land uses are funded through a variety of mechanisms, including taxes, user rates and fees, system development charges, and partnerships. The policies in this section acknowledge and support cost-effective service provision, maintenance of diverse funding streams to support the public’s investments, and equitable sharing of the costs of investing in and maintaining the City’s public facilities.

- Policy 8.23 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 8.24 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 8.25 System development charges.** 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 8.26 Partnerships.** Maintain or establish public and private partnerships for the development, management, or stewardship of infrastructure facilities necessary to serve designated land uses, as appropriate.

Community benefits

The following policies support infrastructure investments to improve equity, economic prosperity, human and watershed health, and resiliency while minimizing negative impacts. They also recognize that the public facility and service needs, and the appropriate approaches to meeting those needs, vary throughout the city.

- Policy 8.27 Community involvement.** Encourage effective community engagement in public facilities and services planning and budgeting decisions, as appropriate.
- Policy 8.28 Application of Guiding Principles.** Establish, improve, and maintain public facilities in ways that promote and balance the Guiding Principles established in Chapter 1 of this Comprehensive Plan.
- Policy 8.29 Resource efficiency.** Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses.
- Policy 8.30 Natural systems.** Protect, enhance, and restore natural systems and features for their infrastructure service and other values.

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Policy 8.31 **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 8.32 **Site- and area-specific needs.** Allow for site-specific and area-specific public facility standards, requirements, tools, and policies as needed to address distinct topographical, geologic, environmental, and other conditions.

Public rights-of-way

The policies in this section support the role of public rights-of-way in providing multiple public services, including multimodal transportation access and movement, stormwater management, water distribution, private utilities, and community use, among others. Current practices and the Portland Plan regard public rights-of-way as a coordinated and interconnected network that provides a place for these multiple public facilities and functions.

Policy 8.33 **Interconnected network.** Establish a connected rights-of-way system that equitably provides infrastructure services throughout the city.

Policy 8.34 **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.

Policy 8.35 **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 8.36 **Community uses.** Allow community use of rights-of-way for purposes such as public gathering space, events, 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 8.37 **Commercial uses.** Allow 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.

Policy 8.38 **Flexible design.** Allow flexibility in right-of-way design and development standards to appropriately accommodate relevant physical, community, and environmental contexts and local needs.

Policy 8.39 **Stormwater management.** Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired infrastructure levels-of-service and economic, social, and environmental

objectives.

Policy 8.40 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 8.41 Coordination. Coordinate the design, improvement, and maintenance of public rights-of-way and associated facilities among public agencies, private providers, and adjacent landowners, as appropriate.

Policy 8.42 Undergrounding. Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in Centers and along corridors where multi-story development is allowed.

Policy 8.43 Right-of-way vacations. Adopt and maintain City code that identifies when street vacations are appropriate. That code should:

- Maintain existing rights-of-way unless there is no existing or future need for them.
- Require pedestrian or bicycle facilities, if needed.
- Preserve existing and abandoned rail rights-of-way for future rail or recreational trail uses.
- Consider appropriateness of other public uses.
- Require preservation and/or maintenance of existing view corridors, easements, and viewpoints.

Transportation system

Additional goals and policies specifically related to transportation can be found in the Transportation chapter of this Comprehensive Plan.

Sanitary and stormwater systems

The City's sewer and drainage system accommodates Portland's current and future needs. It also protects public health, water quality, and the environment. Using asset management and watershed health as goals and guides, the City considers the whole watershed as an interconnected hydrologic system.

The City manages sanitary sewage through an extensive piped collection and treatment system, including two wastewater treatment plants that discharge to the Columbia and Willamette rivers. Stormwater is managed and conveyed through a variety of infrastructure, including pipes, sumps, surface facilities, and natural drainageways. Green infrastructure,

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including landscaped stormwater facilities and natural resources such as trees and natural areas, is an important part of the stormwater system. Private property investments and public-private partnerships also play key roles in the management of stormwater.

The policies below ensure effective sanitary and stormwater systems.

Sanitary system

- Policy 8.44 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 8.45 Combined sewer overflows.** Provide adequate public facilities to limit combined sewer overflows to frequencies established by regulatory permits.
- Policy 8.46 Sanitary sewer overflows.** Provide adequate public facilities to prevent sewage releases to surface waters as consistent with regulatory permits.
- Policy 8.47 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 8.48 Sewer extensions.** Prioritize sewer system extensions to areas that are already developed at urban densities and where health hazards exist.
- Policy 8.49 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 8.50 Treatment.** Provide adequate wastewater treatment facilities to ensure compliance with effluent standards established in regulatory permits.

Stormwater system

- Policy 8.51 Stormwater facilities.** Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.
- Policy 8.52 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 8.53 Natural systems.** Protect and enhance the stormwater management capacity

of natural resources such as streams, rivers, wetlands, and floodplains.

- Policy 8.54 Stormwater discharge.** Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.
- Policy 8.55 Green infrastructure.** Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.
- Policy 8.56 Onsite 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 8.57 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 8.58 Stormwater partnerships.** Provide stormwater management through coordinated public and private infrastructure, public-private partnerships, and community stewardship.

Flood management

Portland's floodplain areas are primarily along the Columbia River, Willamette River, Columbia Slough, Johnson Creek, and low elevation areas along smaller tributary streams. In accordance with state and federal regulations, the City of Portland, Multnomah County Drainage District, and Peninsula Drainage Districts No. 1 and No. 2 manage floodplains to reduce public safety risks, prevent property damage, support economic activity, and protect watershed health. These policies ensure proper floodplain management and compliance.

- Policy 8.59 Flood management.** Improve and maintain the functions of natural and managed drainageways, wetlands, floodplains, and flood management facilities, to protect health, safety, and property, provide water conveyance and storage, improve water quality, and maintain and enhance fish and wildlife habitat.
- Policy 8.60 Floodplain compliance.** Maintain compliance with federal and state floodplain-related requirements.

Water systems

The City works to provide reliable water service that meets or exceeds both customer and regulatory standards through sound business, management, and operational practices; appropriate application of innovation and technology; responsible stewardship of water infrastructure and fiscal and natural resources; and by supporting community objectives and overall vision for the City of Portland.

The policies below are intended to protect the quality of the water supply while delivering clean drinking water and meeting user needs.

- Policy 8.61** **Primary supply source.** Protect the Bull Run watershed as the primary water supply source for Portland.
- Policy 8.62** **Bull Run protection.** Maintain a source protection program and practices to safeguard the Bull Run watershed as a drinking water supply.
- Policy 8.63** **Secondary supply sources.** Protect, improve, and maintain the Columbia South Shore wellfield groundwater system, the Powell Valley wellfield groundwater system, and any other alternative water sources designated as secondary water supplies.
- Policy 8.64** **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 8.65** **Water quality.** Maintain compliance with state and federal drinking water quality regulations.
- Policy 8.66** **Storage.** Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability.
- Policy 8.67** **Fire protection.** Provide adequate water facilities to serve the fire protection needs of all Portlanders and businesses.
- Policy 8.68** **Water pressure.** Provide adequate water facilities to maintain water pressure in order to protect water quality and provide for the needs of customers.
- Policy 8.69** **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 8.70** **Service interruptions.** Maintain and improve water facilities to limit interruptions in water service to customers.

Policy 8.71 Outside user contracts. Coordinate long-term water supply planning and delivery with outside-city water purveyors through long-term wholesale contracts.

Parks and recreation

The City of Portland manages more than 11,000 acres of developed parks and natural areas, as well as local and regional trails, the urban tree canopy, and the City of Portland’s community gardens. It offers thousands of programs for all ages at its community centers, swimming pools, and other recreational facilities. Parks and natural areas give life and beauty to the city and are essential assets that connect people to place, self and others. The following policies ensure this legacy is preserved for all Portlanders and future generations.

Policy 8.72 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 8.73 Service equity. Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

Policy 8.74 Acquisition of surplus properties. Evaluate opportunities to acquire and/or develop lands declared surplus by other public agencies, or offered as donation by private owners, if consistent with policies 8.72 and 8.73.

Policy 8.75 Capital programming. Maintain a long-range park capital improvement program that balances acquisition, development, and operations; provides a process and criteria for capital improvement project selection; and emphasizes creative and flexible financing strategies.

Policy 8.76 Park planning. Improve parks, recreational facilities, and natural areas in accordance with current 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.

Policy 8.77 Public Trails. Establish, improve, and maintain a citywide system of public trails that are a component of a larger network of bicycle and pedestrian facilities. This citywide trail system should connect Portland’s neighborhoods, employment centers, schools, parks, natural areas, recreational facilities, commercial areas, regional trail system, and other key places that Portlanders access in their daily lives. See *Figure 8-1: Citywide Trails Map*.

Policy 8.78 Trail and City Greenway coordination. Coordinate the planning and improvement of trail and City Greenway systems.

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- Policy 8.79** **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 acquisition and restoration strategies, and to provide compatible public access.
- Policy 8.80** **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 8.81** **Special recreational facilities.** Establish and manage specialized recreational facilities within the park system to respond to identified public needs, take advantage of land assets, and meet cost recovery goals.
- Policy 8.82** **Enterprise facilities.** Maintain special recreational facilities (such as for golf and motorsports) as enterprises to meet public needs and ensure maximum use and financial self-sufficiency.
- Policy 8.83** **Public-private partnerships.** Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

Public safety and emergency response

Coordinated, effective and efficient public safety and emergency response services are essential for a safe and resilient city. They help the community prepare for and respond to medical and fire emergencies, hazards, and natural- and human-made disasters. The policies in this section reflect the variety of public safety and emergency response services provided by the City that must be maintained and enhanced as the city grows, including police, fire and rescue, emergency communications, and emergency management.

- Policy 8.84** **Emergency preparedness, response, and recovery coordination.** Coordinate land use plans, programs and public facility investments between City bureaus, other public and jurisdictional agencies, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster preparedness, response, and recovery.
- Policy 8.85** **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 8.86** **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 8.87** **Community safety centers.** Establish, coordinate, and co-locate public safety and other community services in Centers.
- Policy 8.88** **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 exceeds minimum established service levels.
- Policy 8.89** **Mutual aid.** Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.
- Policy 8.90** **Community preparedness.** Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.
- Policy 8.91** **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.

Solid waste management

Solid waste, composting and recycling facilities and services are regulated and provided through a partnership between the City of Portland, Metro, franchised haulers and private companies. The following policy supports sustainable waste reduction, recovery, and management, and the use and reuse of materials prior to disposal. This policy relates to the aspects of Oregon's Statewide Planning Goal 13 – Energy Conservation, which focuses on systems and incentives for collection, reuse and recycling of waste.

- Policy 8.92** **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, then landfill.

School facilities

Public education is provided by Portland Public Schools and the David Douglas, Parkrose, Reynolds, Centennial, and Riverdale school districts, as well as public colleges and universities. The City partners with school districts on school facility planning and siting. By encouraging school facilities to be multi-functional neighborhood anchors, designed and programmed to serve community members of all generations and abilities, these policies also help implement the concept of Portland as an age-friendly city.

- Policy 8.93 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.
- Policy 8.94 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 8.95 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 8.96 Schools as emergency aid centers.** Encourage the use of school facilities as gathering and aid-distribution locations during natural disasters and other emergencies.
- Policy 8.97 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 8.98 Leverage public investment.** Encourage City infrastructure investments that complement and leverage local public school districts' major capital investments.
- Policy 8.99 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 boundaries of schools.
- Policy 8.100 Private institutions.** Encourage collaboration with private schools and educational institutions to support community and recreational use of their facilities.

Technology and communications

Private utilities and companies provide technology and communication facilities and services to the general public. The City also provides specific technology and

communications services to support City and partner agency service delivery. The City promotes access to affordable and reliable technology and communications for all Portlanders.

The policies in this section embrace innovation to ensure all Portlanders are able to access and benefit from emerging technologies and systems that have the potential to make Portland a cleaner, safer, and more efficient, resilient and affordable city. This section acknowledges that information and technology services have become essential infrastructure, and supports investments and partnerships to keep Portland competitive and build on the City's tradition of open-source collaboration and innovation.

Policy 8.101 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 8.102 Capacity and reliability. Encourage investments in technology and communication infrastructure to reduce disparities in capacity, access, and affordability and provide high-performance, reliable service for Portland's residents and businesses.

Energy infrastructure

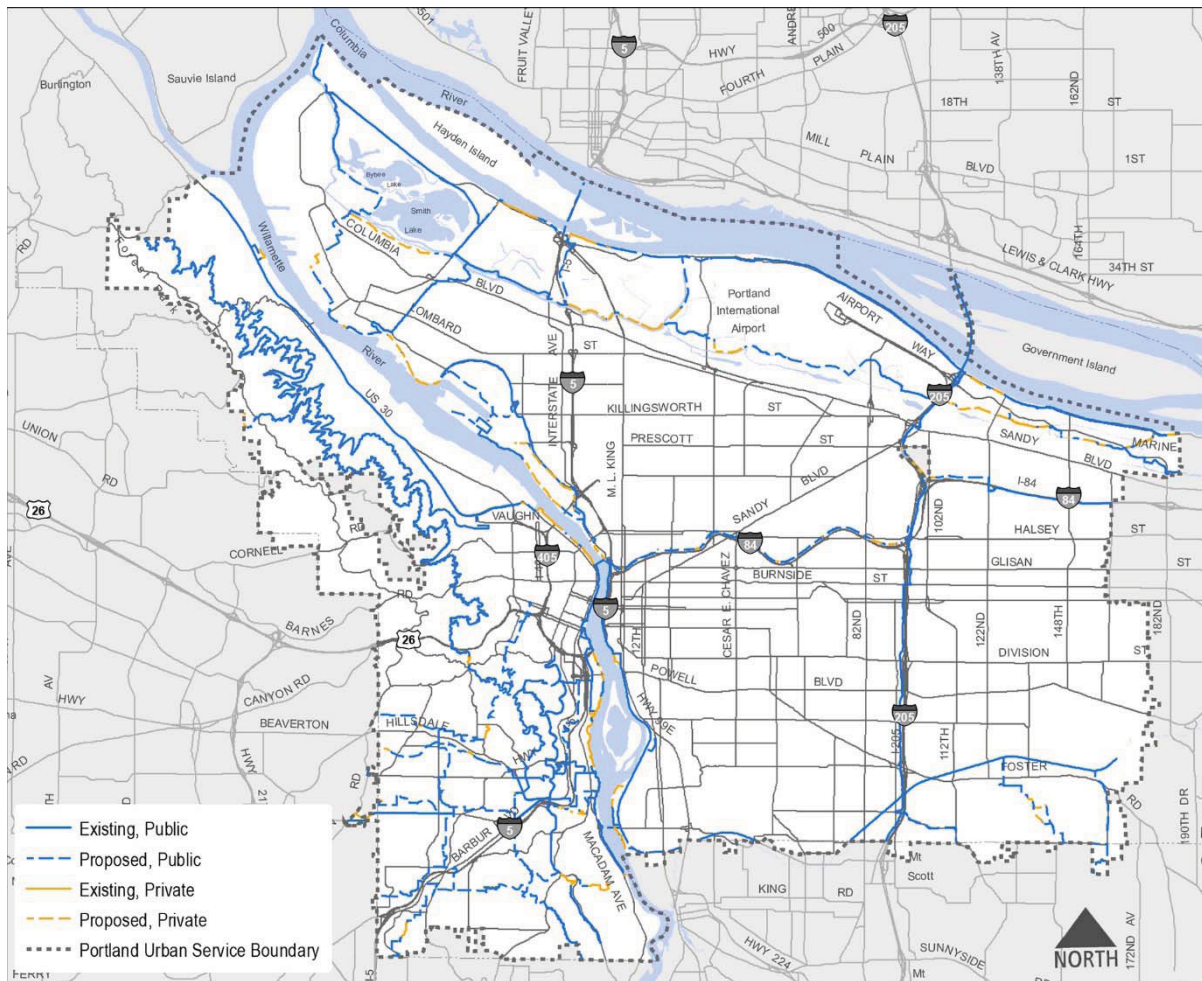
Energy facilities and services in Portland are primarily provided by private utilities and companies. While the City of Portland does not directly provide energy facilities and services, it does promote efficient, sustainable, and resilient energy resources, production, distribution, and consumption. The following policies relate to energy infrastructure and support Oregon's Statewide Planning Goal 13 – Energy Conservation, which includes planning guidelines for renewable energy sources. They ensure that as the City makes land use decisions it removes barriers to promoting efficient and sustainable energy practices.

Policy 8.103 Energy efficiency. Encourage efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources and distributed generation, through land use plans, zoning, and other legislative land use decisions.

Policy 8.104 Coordination. Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland's residents and businesses.

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Figure 8-1. Citywide Trails Map



Chapter 9: Transportation

What is this chapter about?

The goals and policies in this chapter show the City's intent to:

- Create a coordinated, efficient, and more affordable multimodal transportation system.
- Make cost effective investments and system management decisions that encourage people to choose healthy, active, and low-carbon transportation modes and systems, and enhance the economic competitiveness of the region.
- Reduce service disparities and achieve equitable access to all types of facilities and transportation modes.
- Ensure safety for users of all transportation modes, with attention to the most vulnerable road users.
- Guide the location and design of new street infrastructure.
- Direct how and when transportation infrastructure is managed and maintained.
- Provide policy guidance for developing and implementing the Transportation System Plan.

Why is this important?

The transportation system is essential to the functioning of the city and the well-being and prosperity of the community. It connects people and businesses to goods and services, and links them to the region, state, nation and world. Although transportation is often measured in terms of mobility, it also creates access to opportunity. These goals and policies also reflect the role of transportation planning in reducing carbon emissions, and improving public health. Finally, this chapter acknowledges the role that streets can play in providing great civic and recreational spaces. The way we build our city has an impact on our mobility and, by extension, our access to opportunity.

With its 1980 Comprehensive Plan, the City of Portland became a national leader in the integration of land use and transportation. The 2035 Comprehensive Plan carries that tradition forward and adds new innovations. The goals and policies in this chapter increase the focus on complete multimodal transportation systems. The historical emphasis on automobile mobility is increasingly creating a cost burden on households and the community as a whole. For the city to successfully meet its transportation system goals for the future, other more affordable choices must be widely available and safe.

What is the Transportation System Plan?

The Transportation System Plan (TSP) is the 20-year plan to guide transportation investments in Portland. The TSP meets state and regional planning requirements and addresses local transportation needs. It includes:

- Policies that guide the maintenance, development, and implementation of Portland’s transportation system.
- A list of projects necessary to accommodate 20 years of growth in population and employment, with a financial plan.
- Master street plans and modal plans.
- Strategies and regulations for implementation, including street classification maps.

Elements of the TSP — the policies, street classification maps and the street plan maps — are adopted as part of the Comprehensive Plan. The TSP is adopted concurrently with the Comprehensive Plan, but published under a separate cover. For ease of use and transparency, the citywide policies from the TSP are also included in Chapter 9 (Transportation) of the Comprehensive Plan document and are also part of the Comprehensive Plan. The TSP also includes additional sub-policies and area-specific policies.

The TSP is both an implementation tool and a supporting document to the Comprehensive Plan. The TSP contains the transportation element of the City’s Public Facilities Plan, and the List of Significant Projects. The TSP also provides more detail than the Comprehensive Plan by including additional supporting information about transportation system conditions. Figure 9-1 illustrates the relationship between the TSP and other policies and plans.

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Goals

Goal 9.A: Achieve multiple goals

Portland's transportation system is funded and maintained to achieve multiple goals and measureable outcomes for people and the environment. The transportation system is complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

GOAL 9.B: Support great places

Portland's transportation system reinforces neighborhoods, placemaking, and quality of life for all Portlanders.

GOAL 9.C: Environmentally sustainable

The transportation system increasingly uses 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.

GOAL 9.D: Equitable transportation

The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

GOAL 9.E: 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.

GOAL 9.F: 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.

GOAL 9.G: Safety

Transportation safety contributes to a livable city and ensures that people of all ages and abilities feel comfortable and secure using City streets. Human impact and economic costs are reduced by comprehensive efforts to improve traffic safety, including engineering, education, enforcement, and evaluation, all of which will move Portland toward zero traffic-related fatalities and no serious injuries.

GOAL 9.H: Cost effective

The City analyzes and prioritizes capital and operating investments to cost effectively achieve the above goals while responsibly managing and protecting our past investments in existing assets.

Policies

Design and planning policies

The City of Portland's transportation system is a key public facility. The following policies describe what the transportation system is, what it does, and what factors to consider for how the overall system is used. Policies 8.1-8.51 in the Public Facilities chapter also apply to the need for quality facilities and services, multiple benefits, reliability, and creating a multi-purpose and safe right-of-way.

- Policy 9.1** **Street design classifications.** Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and Urban Design Framework designations.
- 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.
- 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.
- 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.
- Policy 9.5** **Mode share goals and Vehicle Miles Travelled (VMT) reduction.** Increase the share of trips made using active and low-carbon transportation modes and reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan. Meet or exceed Metro's mode share and VMT targets in Neighborhood Centers and 2040 Growth Concept areas.

- Policy 9.6** **Transportation hierarchy for people movement.** Implement a hierarchy of modes for people movement by making transportation system decisions according to the following prioritization:
1. Walking
 2. Cycling
 3. Transit
 4. Taxi / commercial transit / shared vehicles
 5. Zero emission vehicles
 6. Other private vehicles

When implementing the hierarchy, ensure that:

- The needs and safety of each group of road users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the hierarchy.
- All users' needs are balanced, and 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.
- Rationale is provided if modes lower in the hierarchy are prioritized.

Specific modal policies are found below in policies 9.18 to 9.41.

- Policy 9.7** **Moving goods and delivering services.** Maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over general motor vehicle mobility where there are solutions that distinctly address those different needs. Multimodal freight policies are found below in policies 9.31 to 9.39.

- 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 traditionally been under-served or have historically borne unequal burdens.

- Policy 9.9** **Geographic policies.** Adopt geographically-specific policies in the Transportation System Plan, to ensure that transportation infrastructure reflects the differing topography, historic character, natural features, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3 Urban Design as the basis for area policies.

Land use, development, and placemaking

Land use patterns and connections among different land uses are key elements defining the form and character of places. In tandem with the Urban Form and Design and the Design and Development chapters, the policies in this section give direction for designing and building a transportation system that supports, complements, and meets the needs of different places. These policies acknowledge development adjacent to transportation as a critical component in shaping the future of Portland’s public spaces and places.

Policy 9.10 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.

Policy 9.11 Growth strategy. Implement street design and policy classifications to support a Centers and Corridors growth strategy.

Policy 9.12 Centers, Corridors, and Transit Station Areas Enhance design and transportation function of Town Centers, Neighborhood Centers, Neighborhood Corridors, Civic Corridors, Transit Station Areas, and Greenways as highlighted in Chapter 3, Urban Form and Design.

Policy 9.13 Development and street design. Evaluate adjacent land use 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.

Streets as public spaces

Streets, including sidewalks and planting strips, provide critical transportation and utility functions. In Portland, streets are the most abundant type of public space, occupying nearly 20 percent of land area in the city. The following policies support community desire to expand the use of streets beyond their transportation functions. See the Public Facilities and Design and Development chapters for further use and streetscape policies.

Policy 9.14 Streets for transportation and public spaces. Integrate both the 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, 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, habitat, and native trees.
- Policy 9.17** **Street views.** Maintain public views of prominent landmarks and buildings that serve as visual focal points within streets or that terminate views at the end of streets.

Modal policies

Portland is committed to providing a multimodal transportation system that provides affordable and convenient travel options within the city, region, and outside the Metro area. Because trips are made for different reasons, they vary in length and type of vehicle (mode) needed to make them. Different modes create different kinds of impacts — on neighborhood livability and carbon emissions, for example. These policies recognize that some modes are more appropriate than others for different types of trips.

- Policy 9.18** **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 9.19** **Pedestrian networks.** Create more complete networks of pedestrian facilities and improve the quality of the pedestrian environment.
- Policy 9.20** **Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.
- Policy 9.21** **Bicycle transportation.** Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.
- Policy 9.22** **Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.
- Policy 9.23** **Bicycle classifications.** Develop and implement classifications that emphasize the movement of bicycles on a citywide network of designated streets that safely and efficiently provides access to the Central City, Gateway, Town Centers, and Neighborhood Centers.
- Policy 9.24** **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.
- Policy 9.25** **Transportation to job centers.** Encourage transit as the preferred transportation mode for people travelling to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland other regional job centers.

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- Policy 9.26** **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.
- Policy 9.27** **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.
- Policy 9.28** **Prosperity and growth.** In partnership with Trimet, maintain, expand, and enhance Portland Streetcar, frequent service bus, and bus rapid transit to better serve Civic Corridors with the highest intensity of potential employment and household growth. Use transit investments as a means to shape the city's growth.
- Policy 9.29** **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 9.30** **Regional trafficways and transitways.** Enhance capacity of regional transitways and existing regional trafficways to accommodate future increases in regional through-traffic.
- Policy 9.31** **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. Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land.
- 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.
- 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.

Policy 9.36 **Portland Harbor.** Coordinate with the Port of Portland, private stakeholders, and regional partners to improve and maintain access to marine terminals and related river-dependent uses in Portland Harbor.

9.36.a. Support continued reinvestment in, and modernization of, marine terminals in Portland Harbor.

9.36.b. Facilitate continued maintenance of the shipping channels in Portland Harbor and the Columbia River.

9.36.c. Support shifting more long-distance, high-volume movement of goods to river and oceangoing ships and rail.

Policy 9.37 **Portland International Airport.** Maintain the Portland International Airport as an important regional, national, and international transportation hub serving the bi-state economy.

Policy 9.38 **Portland Heliport.** Maintain Portland's Heliport functionality in the Central City.

Policy 9.39 **Automobile transportation.** Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health.

Policy 9.40 **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.

Policy 9.41 **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.

System management

Portland's transportation system is an integrated network of roads, rails, sidewalks, bicycle paths, and other facilities within and through the city. These modal networks intersect and are often located within the same right-of-way. These policies provide direction to manage the system in ways that:

- Allow different modes to interact safely.
- Maximize the capacity of the existing network.
- Identify where additional capacity might be needed.

Also see Policies 8.33 through 8.43 in Chapter 8: Public Facilities and Services.

- Policy 9.42 System management.** Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.
- Policy 9.43 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.
- Policy 9.44 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 and prioritize access to specific places by certain modes in accordance with the transportation hierarchy.
- Policy 9.45 Technology.** Encourage the use of emerging technology, vehicle technology, and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand.
- Policy 9.46 Performance measures.** Establish multimodal performance measures to evaluate and monitor the adequacy of transportation services. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.
- Policy 9.47 Regional congestion management.** Coordinate with Metro to 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.

Parking management

Vibrant urban places link people and activities. As Portland grows, we must manage both the demand and supply of parking. Providing too much parking can lead to inefficient land use patterns and sprawl. Insufficient parking can negatively affect neighborhood livability and economic vitality. These policies provide guidance to manage parking demand and supply to meet a variety of public objectives, including achieving compact walkable communities, reducing overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity.

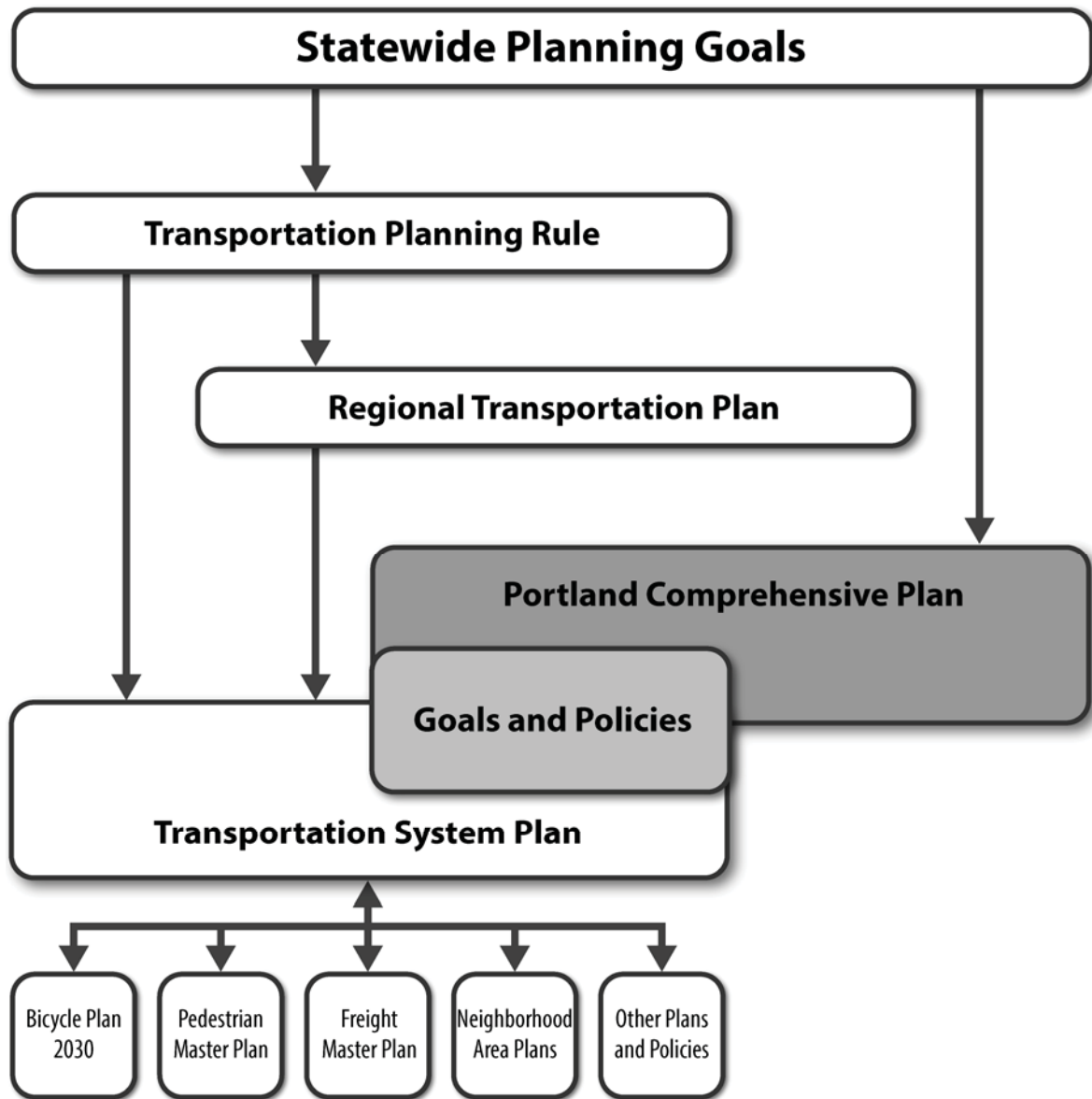
- Policy 9.48 Parking management.** Manage parking supply to achieve transportation policy objectives for neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and improved air quality.
- Policy 9.49 Central City, and centers parking.** Limit the growth of off-street parking spaces and manage supply and demand for parking, loading, and unloading in the public right-of-way in the Central City, Gateway, Town Centers, and Station Areas.
- Policy 9.50 On-street parking.** Manage parking and loading demand, supply, and operations in the public right of way to encourage safety, economic vitality, and livability. Recognize that the curb zone is a public space, and as such, a physical and spatial asset that has value and cost. Allocate and manage on-street parking and loading within the curb zone in a manner that achieves the highest and best use of this public space in support of broad City policy goals and local land use context.
- Policy 9.51 Off-street parking.** Limit the development of new parking spaces to achieve land use, transportation, and environmental goals. 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. Utilize transportation demand management and pricing of parking in areas with high parking demand.
- Policy 9.52 Share space and resources.** Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.
- Policy 9.53 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.

Finance, programs, and coordination

Programs and funding are required to build and maintain the transportation system, and they are necessary to help decide what projects to build. They also provide public information about what facilities are available and how they can be used. Agencies outside of the City also own and operate facilities in the city and provide funding for new facilities. These policies address essential funding and coordination opportunities with other agencies, as well outreach and education programming.

- Policy 9.54** **Coordination.** Coordinate with state and federal agencies, local and regional governments, special districts, and providers of transportation services when planning for, developing, and funding transportation facilities and services.
- Policy 9.55** **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 under-served and under-represented populations.
- Policy 9.56** **Transportation Demand Management (TDM).** Create and maintain Transportation Demand Management (TDM), programs that increase the modal share of walking, bicycle, and transit trips. Integrate TDM with other programs, including parking management.
- Policy 9.57.** **Telecommuting.** Promote telecommuting and the use of communications technology to reduce travel demand.
- Policy 9.58** **Project selection criteria.** Establish transportation project selection criteria consistent with goals 9A through 9H, to cost effectively achieve access, place making, sustainability, equity, health, prosperity and safety goals. Coordinate transportation project selection with other capital planning programs impacted by work in the public right of way, including sewer and water utilities.
- Policy 9.59** **Funding.** Encourage the development of a range of stable transportation funding sources that provide adequate resources to build an equitable and sustainable transportation system.

Figure 9-1. Transportation System Plan: Relationship to Other Policies and Plans



Chapter 10: Administration and Implementation

What is this chapter about?

The goals and policies in this chapter serve to:

- Provide guidance for how to update the Comprehensive Plan and develop implementation measures.
- Provide a clear definition of each Comprehensive Plan Map Designation.

Why is this important?

Although the Comprehensive Plan anticipates land use and significant capital project investment needs for the next 20 years, no plan that is as broad in scope or as comprehensive in its application as this Comprehensive Plan can be wholly relevant for 20 years. Changing needs, new technologies and innovations, and shifting perceptions may make it necessary and reasonable to update parts of the Comprehensive Plan over the next 20 years.

This chapter provides guidance on how to amend the Plan while maintaining consistency with the Plan's vision.

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Goals

Goal 10.A: Administration

Portland's Comprehensive Plan is administered efficiently and effectively. It is implemented in accordance with State law and the goals, policies, and Comprehensive Plan Map contained in the adopted Comprehensive Plan.

Policies

Administration

To effectively administer the Comprehensive Plan, amendments to an element of the Plan or an implementation tool must be internally consistent and support the Guiding Principles listed in Chapter 1. The policies in this section direct both legislative and quasi-judicial amendments to the Plan or an implementation tool.

Policy 10.1 Amending the Comprehensive Plan Goals and Policies, Urban Design Framework, List of Significant Projects, or a supporting document.

10.1.a. The Planning and Sustainability Commission (PSC) must review and make recommendations to the City Council on all proposed amendments to Comprehensive Plan goals and policies, the Urban Design Framework, List of Significant Projects, or a Comprehensive Plan supporting document.

10.1.b. Amendments to Comprehensive Plan goals and policies, the Urban Design Framework, List of Significant Projects, or a supporting document must:

- Comply with statewide planning goals.
- Comply with the Comprehensive Plan goals and policies. "Comply" means that, on the whole, the proposal conforms with the purposes of the goals and strikes a reasonable balance among applicable goals and policies.
- Demonstrate that reasonable consideration was given to the Guiding Principles outlined in Chapter 1.
- Promote environmental justice by:
 - Extending benefits associated with environmental assets, land uses, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

ADMINISTRATION AND IMPLEMENTATION

- Eliminating, where practicable, disproportionate burdens (e.g. adverse environmental, economic or community impacts) associated with land use and public investment decisions for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. In cases where disproportionate burdens cannot be eliminated, they should be minimized or mitigated.
- Leveraging land use and investment decisions to address disproportionate burdens of previous decisions.
- Effectively including impacted communities in the decision-making process (see the Community Involvement chapter of this Comprehensive Plan).
- Be consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities.

Policy 10.2 Amending the Comprehensive Plan Map

10.2.a. The Planning and Sustainability Commission (PSC) must review and make recommendations to the City Council on all legislative amendments to the Comprehensive Plan Map, including amendments to the Urban Services Boundary. 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.

When a Comprehensive Plan Map Land Use designation is amended legislatively and the underlying base zone is more intensive than the zone or zones that correspond to the designation, the underlying zone will be automatically changed to a corresponding zone. When a Comprehensive Plan Map Land Use designation is changed quasi-judicially and the underlying base zone is more intensive than the zone or zones that correspond to the designation, the quasi-judicial review must include an amendment to the corresponding zone.

In either situation, when the underlying base zone is less intensive than the zone that corresponds to the designation, the underlying zone may remain. Table 10-1 shows base zones that correspond to a land use designation and the base zones that are more intense and less intense than the zone or zones that correspond to the designation.

10.2.b. Legislative amendments to the Comprehensive Plan Map must:

- Comply with statewide planning goals.
- Comply with the Comprehensive Plan goals and policies. “Comply” means that, on the whole, the proposal strikes a reasonable balance among applicable goals and policies.
- Demonstrate that reasonable consideration was given to the Guiding Principles outlined in Chapter 1.
- Promote environmental justice by:
 - Extending benefits associated with environmental assets, land uses, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.
 - Eliminating, where practicable, disproportionate burdens (e.g. adverse environmental, economic or community impacts) associated with land use and public investment decisions for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. In cases where disproportionate burdens cannot be eliminated, they should be minimized or mitigated.
 - Using, where relevant and practicable, land use and investment decisions to address disproportionate burdens of previous decisions.
 - Effectively including impacted communities in the decision-making process (see the Community Involvement chapter of this Comprehensive Plan).
- Be consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities.
- Be consistent with the Metro Urban Growth Management Functional Plan.
- Recognize infrastructure and resource limitations and the investments required to support the desired change.

10.2.c. For quasi-judicial amendments to the Comprehensive Plan Map, the burden of proof for the amendment is on the applicant. The applicant must show that the requested change:

- Complies with Comprehensive Plan goals and policies. “Complies with” means that, on the whole, the proposal strikes a reasonable balance among applicable goals and policies.
- Is compatible with the land use pattern established by the Comprehensive Plan Map.
- Is based on reasonable consideration of the Guiding Principles outlined in Chapter 1.
- Promotes environmental justice by effectively including impacted communities in the decision-making process as outlined in the Community Involvement chapter of this Comprehensive Plan.
- Is consistent with the Statewide Land Use Planning Goals.

ADMINISTRATION AND IMPLEMENTATION

- Is consistent with the identified function of, and adopted performance measures for, affected transportation facilities.
- Is consistent with the Metro Urban Growth Management Functional Plan.
- Is consistent with any adopted applicable area plans.

Policy 10.3 Amending the Zoning Map.

10.3.a. Amending a base zone may be done legislatively or quasi-judicially. Amendments to a base zone in compliance with the Comprehensive Plan land use designation must be to the corresponding zone stated in the designation. When a designation has more than one corresponding zone, the most appropriate zone, based on the purpose of the zone and the zoning and general land uses of surrounding lands, will be applied.

10.3.b. An amendment to a base zone in compliance with the land use designation must be approved when it is found that current public services are capable of supporting the uses allowed by the zone, or that public services can be made capable by the time the development is complete. The adequacy of services is based on the proposed use and development. If a specific use and development proposal is not submitted, services must be able to support the range of uses and development allowed by the zone. For the purposes of this requirement, services include water supply, sanitary sewage disposal, stormwater management, transportation, school district capacity (where a school facility plan exists), and police and fire protection.

10.3.c. An amendment to apply or remove an overlay zone or plan district may be done legislatively or quasi-judicially, and must be based on a study or plan document that identifies a specific characteristic, situation, or problem that is not adequately addressed by the base zone or other regulations.

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:

- Promote good planning:
 - Comply with the Comprehensive Plan goals and policies. “Comply” means that, on the whole, the proposal strikes a reasonable balance among applicable goals and policies.
- Demonstrate that reasonable consideration was given to the Guiding Principles outlined in Chapter 1.
- Promote equity:
 - Extend benefits associated with environmental assets, land uses, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

- Eliminate, where practicable, disproportionate burdens (e.g. adverse environmental, economic or community impacts) associated with land use and public investment decisions for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. In cases where disproportionate burdens cannot be eliminated, they should be minimized or mitigated.
- Use, where relevant and practicable, land use and investment decisions to address disproportionate burdens of previous decisions.
- Effectively include impacted communities in the decision-making process (see the Community Involvement chapter of this Comprehensive Plan).
- 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.
- Ensure that Portland remains competitive with other jurisdictions as a location in which to live, invest, and do business.
- 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.
- 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.

Land use designations

The Comprehensive Plan Map is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each description generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.
- Level of public services provided or planned.
- Level of constraint.

Policy 10.5 Land use designations. The land use designation that best advances the Comprehensive Plan, including the Urban Design Framework, is applied to each parcel of land. The land use designations are shown on the official Zoning Maps. The Zoning Code contains the use and development regulations.

Note: The pending Central City 2035 Plan will revise the Central City-specific land use descriptions, or will create new corresponding zones.

Open Space

1. Open Space

This designation is intended for lands that serve a recreational, public open space, or ecological function, or provide visual relief. Lands in this designation are primarily publicly owned but can be in private ownership. Lands intended for the Open Space designation include parks, public plazas, natural areas, scenic lands, golf courses, cemeteries, and large water bodies. The corresponding zone is OS.

Single-Dwelling Residential

2. Farm and Forest

This designation is intended for agricultural and forested areas far from centers and corridors, where urban public services are extremely limited or absent, and future investment in public services are not planned. Areas within this designation generally have multiple significant development constraints that pose health and safety risks. The designation can be used where larger lot sizes are necessary to enable on-site sanitary or stormwater disposal. Agriculture, forestry and very low-density single-dwelling residential will be the primary uses. The maximum density is generally 1 unit per 2 acres. The corresponding zone is RF.

3. Single-Dwelling — 20,000

This designation is intended for areas far from centers and corridors where urban public services are extremely limited or absent, and future investments in public services are not planned. Areas within the designation generally have multiple significant development constraints that pose health and safety risks. Agriculture, forestry, and very low-density single-dwelling residential will be the primary uses. The maximum density will range from 1 unit per 2 acres to 2.2 units per acre. The corresponding zones are RF and R20. RF is often used where larger lot sizes are necessary to enable on-site sanitary or stormwater disposal.

4. Single-Dwelling — 10,000

This designation is intended for areas far from centers and corridors where urban public services are available or planned but complete local street networks or transit service is limited. This designation is also intended for areas where ecological resources or public health and safety considerations warrant lower densities. Areas within this designation generally have development constraints, but the constraints can be managed through appropriate design during the subdivision process. Single-dwelling residential will be the primary use. The maximum density is generally 4.4 units per acre. The corresponding zone is R10.

5. Single-Dwelling — 7,000

This designation is intended for areas near, but not adjacent to, centers and corridors where urban public services are available or planned but complete local street networks or transit service is limited. This designation is also intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned, but the development pattern is predominantly built-out at 7,000 square feet or more per dwelling unit. Areas within this designation generally have only minor development constraints. Single-dwelling residential will be the primary use. The maximum density is generally 6.2 units per acre. The corresponding zone is R7.

6. Single-Dwelling — 5,000

This designation is Portland's most common pattern of single-dwelling development, particularly in the city's inner neighborhoods. It is intended for areas near, in, and along centers and corridors where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally have few or very limited development constraints. Single-dwelling residential will be the primary use. The maximum density is generally 8.7 units per acre. The corresponding zone is R5.

7. Single-Dwelling — 2,500

This designation allows a mix of housing types that are single-dwelling in character. This designation is intended for areas near, in, and along centers and corridors where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints. The maximum density is generally 17.4 units per acre. The corresponding zone is R2.5.

Multi-Dwelling Residential

8. Multi-Dwelling — 3,000

This designation allows a mix of housing types, including multi-dwelling structures, in a manner similar to the scale of development anticipated within the Attached Single-Dwelling designation. This designation is intended for areas near, in, and along centers and corridors where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints, and may include larger development sites. The maximum density is generally 14.5 units per acre, but may go up to 21 units per acre in some situations. The corresponding zone is R3.

9. Multi-Dwelling — 2,000

This designation allows multi-dwelling development mixed with single-dwelling housing types but at a scale greater than for single-dwelling residential. This designation is intended for areas near, in, and along centers and corridors where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints. The maximum density is generally 21.8 units per acre, but may be as much as 32 units per acre in some situations. The corresponding zone is R2.

10. Multi-Dwelling — 1,000

The designation continues a common development pattern for medium density apartments. The scale of development is intended to reflect the allowed densities while being compatible with nearby single-dwelling residential. This designation is intended for areas near, in, and along centers and corridors where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints. The maximum density is generally 43 units per acre, but may be as much as 65 units per acre in some situations. The corresponding zone is R1.

11. High-Density Multi-Dwelling

This designation is intended for the Central City, Gateway Regional Center, town centers, and station areas where a residential focus is desired and urban public services including access to high-capacity transit, very frequent bus service or streetcar service are available or planned. This designation is intended to allow high-density multi-dwelling structures at an urban scale. Maximum density is based on a floor-area-ratio, not on a unit-per-square-foot basis. Densities will range from 80 to 125 units per acre. The corresponding zone is RH.

12. Central Residential

This designation allows the highest density and most intensely developed multi-dwelling structures. Limited commercial uses are also allowed as part of new development. The designation is intended for the Central City and Gateway Regional Center where urban public services are available or planned including access to high-capacity transit, very frequent bus service, or streetcar service. Development will generally be oriented to pedestrians. Maximum density is based on a floor area ratio, not on a units-per-square-foot basis. Densities allowed exceed 100 units per acre. The corresponding zone is RX.

Mixed-Use and Commercial

Note: The Mixed Use Zoning Project may revise the mixed-use designations, and will result in new corresponding zones.

13. Mixed-Use — Dispersed

This designation allows mixed use, multi-dwelling, or commercial development that are small in scale, have little impact, and provide services for the nearby residential areas. Development will be similar in scale to nearby residential development to promote compatibility with the surrounding area. This designation is intended for areas where urban public services are available or planned. Areas within this designation are generally small nodes, rather than large areas or corridors. The corresponding zones are Neighborhood Commercial 1 (CN1), Neighborhood Commercial 2 (CN2), Office Commercial 1 (CO1), Office Commercial 2 (CO2), Mixed Commercial/Residential (CM), and Storefront Commercial (CS).

14. Mixed-Use — Neighborhood

This designation promotes mixed-use development in neighborhood centers and along neighborhood corridors to preserve or cultivate locally serving commercial areas with a storefront character. This designation is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned, and development constraints do not exist. Areas within this designation are generally pedestrian-oriented, predominantly built-up at low- to mid-rise scale, often with buildings close to and oriented towards the sidewalk. The corresponding zones are Neighborhood Commercial 1 (CN1), Neighborhood Commercial 2 (CN2), Office Commercial 1 (CO1), Office Commercial 2 (CO2), Mixed Commercial/Residential (CM), Storefront Commercial (CS), and General Commercial (CG).

15. Mixed Use — Civic Corridor

This designation allows for transit-supportive densities of commercial, residential, and employment uses, including a full range of housing, retail, and service businesses with a local or regional market. This designation is intended for areas along key civic corridors where urban public services are available or planned including access to high-capacity transit, frequent bus service, or streetcar service. The Civic Corridor designation is applied along some of the City's busiest, widest, and most prominent streets. As the city grows, these corridors also need to become places that can succeed as attractive locations for more intense, mixed-use

development. They need to become places that are attractive and safe for pedestrians while continuing to play a major role in the City's transportation system. Civic Corridors, as redevelopment occurs, are also expected to achieve a high level of environmental performance and design. The corresponding zones are Neighborhood Commercial 1 (CN1), Neighborhood Commercial 2 (CN2), Office Commercial 1 (CO1), Office Commercial 2 (CO2), Mixed Commercial/Residential (CM), Storefront Commercial (CS), General Commercial (CG), and Central Employment (EX).

16. Mixed Use — Urban Center

This designation is intended for areas that are close to the Central City and within Town Centers where urban public services are available or planned including access to high-capacity transit, very frequent bus service, or streetcar service. The designation allows a broad range of commercial and employment uses, public services, and a wide range of housing options. Areas within this designation are generally mixed-use and very urban in character. Development will be pedestrian-oriented with a strong emphasis on design and street level activity, and will range from low- to mid-rise in scale. The range of zones and development scale associated with this designation are intended to allow for more intense development in core areas of centers and corridors and near transit stations, while providing transitions to adjacent residential areas. The corresponding zones are Neighborhood Commercial 1 (CN1), Neighborhood Commercial 2 (CN2), Office Commercial 1 (CO1), Office Commercial 2 (CO2); Mixed Commercial/Residential (CM), Storefront Commercial (CS), General Commercial (CG), Central Employment (EX), and Central Commercial (CX).

17. Central Commercial

This designation is intended to provide for commercial development within Portland's Central City and Gateway Regional Center. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural, and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together along a pedestrian-oriented, safe, and attractive streetscape. The corresponding zone is Central Commercial (CX).

18. Central Employment

The designation allows for a full range of residential, commercial, and light-industrial uses. This designation is intended to provide for mixed-use areas within the Central City and Gateway Regional Center where urban public services are available or planned including access to high-capacity transit or streetcar service. The intensity of development will be higher than in other mixed-use land designations. The corresponding zone is Central Employment (EX).

Employment**19. Mixed Employment**

This designation encourages a wide variety of office, creative services, manufacturing, distribution, traded sector, and other light-industrial employment opportunities, typically in a low-rise, flex-space development pattern. Most employment uses are allowed but limited in impact by the small lot size and adjacency to residential neighborhoods. Retail uses are allowed but are limited in intensity so as to maintain adequate employment development opportunities. Residential uses are not allowed to reserve land for employment uses, to prevent conflicts with the other uses, and to limit the proximity of residents to truck traffic and other impacts. The corresponding zones are General Employment 1 (EG1), General Employment 2 (EG2), and Neighborhood Employment (EN).

20. Institutional Campus

This designation is intended for large institutional campuses that are centers of employment and serve a population from a larger area than the neighborhood or neighborhoods in which the campus is located. This designation is intended for areas where urban public services are available or planned. This designation includes medical centers, colleges, schools, and universities. A variety of other uses are allowed, including residential, to support the mission of the campus. Neighborhood-serving commercial uses and other services are also encouraged. The designation is intended to foster the growth of the institution while enhancing the livability of surrounding residential neighborhoods and the viability of nearby business areas. Corresponding zones are Institutional Residential (IR), Central Employment (EX), Campus Institution 1 (CI1), and Campus Institution 2 (CI2).

Industrial**21. Industrial Sanctuary**

This designation is intended to reserve areas that are attractive for manufacturing and distribution operations and encourage the growth of industrial activities in the parts of the city where important freight and distribution infrastructure exists, including navigable rivers, airports, railways, and pipelines. A full range of industrial uses are permitted and encouraged. Nonindustrial uses are significantly restricted to facilitate freight mobility, retain market feasibility for industrial development, prevent land use conflicts, reduce human exposure to freight traffic and potential air quality, noise, and pedestrian safety impacts, and to preserve land for sustained industrial use. The corresponding zones are General Industrial 1 (IG1), General Industrial 2 (IG2), and Heavy Industrial (IH).

22. West Hayden Island Urban Services Area

This designation is intended to provide for a combination of open space and deep water marine industrial uses in anticipation of future annexation, infrastructure extension, and rezoning. This designation implements Metro's Urban Growth Management Functional Plan. The interim zoning before annexation will be Multnomah County Multiple Use Forest (MUF). The implementing zoning after annexation will be Open Space (OS) and Heavy Industrial (IH).

Policy 10.6 Relationship of land use designations to base zones. Base zones must either be the zone that corresponds to the land use designation or be a zone that is less intense. In some situations there are long-term or short-term obstacles to achieving the level of development intended by the land use designation (e.g., an infrastructure improvement to serve the higher level of development is planned but not yet funded). In these situations, a less intense zone may be applied. Base zones that are corresponding, less intense, and more intense for each land use designation are shown in Figure 10-1. When a land use designation is amended, the zone may have to be changed to correspond or be less intense than the new designation.

Figure 10-1. Corresponding and Less-Intense Zones for Each Plan Map Designation

Zone/CP Land Use Designation	OS	RF	R20	R10	R7	R5	R2.	R3	R2	R1	RH	RX	CN1	CN2	CO1	CO2	CM	CS	CG	EX	CX	EG1	EG2	EN	IR	CI1	CI2	IG1	IG2	IH
Urban Reserve	•																													
Open Space		•																												
Farm/Forest			•																											
Single Dwelling 20,000				•																										
Single Dwelling 10,000					•																									
Single Dwelling 7,000						•																								
Single Dwelling 5,000							•																							
Single Dwelling 2,500								•																						
Multi-Dwelling 3,000									•																					
Multi-Dwelling 2,000										•																				
Multi-Dwelling 1,000											•																			
High-Density MD												•																		
Central Residential													•																	
Mixed-Use Dispersed														•																
Mixed-Use Neighborhood															•															
Mixed-Use Civic Corridor																•														
Mixed-Use Urban Center																	•													
Central Commercial																		•												
Central Employment																						•								
Mixed Employment																							•							
Institutional Campus																								•						
Industrial Sanctuary																										•				

Shaded cell = Less intense zone for the designation / Blank cell = Zone too intense for the designation

... COMPREHENSIVE PLAN UPDATE ...

2035 Comprehensive Plan Proposed Draft

List of Significant Projects

July 2014

Portland's Comprehensive Plan Update
For more information, visit:
www.portlandoregon.gov/bps/pdxcompplan



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List of Significant Projects

The List of Significant Projects includes significant projects necessary to support the land uses designated in the Comprehensive Plan. This list is subset of projects included in the Citywide System Plan's Investment Strategy.

Sanitary Sewer and Stormwater Management

The list of significant projects for sanitary sewer and stormwater management is based on existing system plans and includes treatment plant upgrades for capacity and regulatory compliance; pipe capacity projects by sanitary and combined sewer basins; a sanitary sewer extension program; watershed programs to improve stormwater management; and a stormwater program area to address system connectivity and water quality.

Water

The list of significant projects for water is based on system plans and includes projects and programs to address supply, storage, transmission and distribution needs to ensure short and long-term provision of clean water and compliance with drinking water regulations.

Transportation

The transportation list of significant projects includes multi-modal projects to address the needs of pedestrians, bicyclists, transit users, freight, and motorists. Investments in the City's transportation system are needed to maintain existing facilities and to ensure the system meets the needs of Portlanders for decades to come.

Sanitary and Combined Sewer

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
SS-1	CBWTP Improvements	Program includes mid-size improvements at the Columbia Boulevard Wastewater Treatment Plant such as: seismic improvements, outfall diffuser extension, access / egress improvements, bio-solids dryer, dewatered sludge hopper, TWAS piping upgrade, centrifuge. Includes expansion to secondary treatment, if required. All are consistent with the Facilities Plan and the Conditional Use Master Plan.	Columbia Blvd Wastewater Treatment Plant	\$171,808,000
SS-2	TCWTP Improvements	Improvements identified in the facilities plan. Anticipated projects include property acquisition, new headworks/screenhouse, upgrades to the primary clarifier, and construction of an additional secondary clarifier.	Tryon Creek Wastewater Treatment Plant, Lake Oswego	\$55,926,000
SS-3	Pump Station Improvement Program	Program to refurbish or upgrade pump stations not in compliance with current codes, not operating reliably, need improvement due to growth in the receiving basin, and/or over 20 years old with out-of-date equipment. The Pump Station Improvement Plan guides project selection. Program will also address the 57 miles of force mains.	Citywide	\$132,901,000
SS-4	Holladay/Stark/Sullivan - capacity upgrades	Based on Systems Plan, adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work includes high priority pipe rehabilitation if located in project area.	Spans NE Broadway, narrowly to 24th; N to Fremont; S to Stark. S of I-84, extends to I-205	\$34,700,000
SS-5	Beech/Essex - capacity upgrades	Based on Systems Plan, adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work includes high priority pipe rehabilitation if located in project area.	Willamette River east to Grand between Knott and Alberta	\$18,500,000
SS-6	Oak - capacity upgrades	Based on Systems Plan, adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work includes high priority pipe rehabilitation if located in project area.	Willamette River to NE 24th, between Irving and Stark	\$22,600,000
SS-7	Taggart/Insley - capacity upgrades	Based on Systems Plan, adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work includes high priority pipe rehabilitation if located in project area.	Willamette River to NE 60th between Stark and the south city limit.	\$60,800,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
SS-8	Wheeler - capacity upgrades	Based on Systems Plan, adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work includes high priority pipe rehabilitation if located in project area.	Willamette River, Grand, Prescott, 24th, Hancock.	\$10,300,000
SS-9	Lloyd District - capacity upgrades	Based on Systems Plan and redevelopment activity, adds capacity by creating a separated stormwater system and/or upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Includes high priority pipe rehabilitation if located in project area.	Lloyd District	\$18,500,000
SS-10	Alder - capacity upgrades	Based on Systems Plan, adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Includes high priority pipe rehabilitation if located in project area.	Willamette River to SE 42nd bw Stark & Hawthorne; inc. Ladds Addition.	\$41,000,000
SS-11	NE 13th Ave Basin - capacity upgrades	Based on Systems Plan, adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work includes high priority pipe rehabilitation if located in project area.	Vancouver, Columbia Blvd, NE 42nd, Prescott	\$17,400,000
SS-12	Northwest Neighborhoods - capacity upgrades	Based on Systems Plan, program adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work includes high priority pipe rehabilitation if located in project area.	NW including hills to ridgeline, excluding downtown	\$41,000,000
SS-13	North Portland - capacity upgrades	Based on Systems Plan, adds capacity by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work includes high priority pipe rehabilitation if located in project area.	West of Peninsular Ave.	\$5,000,000
SS-14	Sanitary Sewer Collection System Capacity (Infiltration & Inflow)	Series of projects to address infiltration and inflow in the sanitary sewer system in SW Portland. Projects typically involve rehabilitation of main lines and laterals and disconnecting storm inlets from the sanitary sewer.	SW	\$56,340,000
n/a	Sewer Capacity Upgrades	Based on Systems Plan, adds capacity in small combined sewer system areas not addressed by specific basin projects, by upsizing pipes and/or adding surface infiltration facilities. Projects prioritized based on risk and benefit/cost. Work may include high priority pipe rehabilitation.	Various	\$50,000,000
n/a	Sewer Extensions	Sewer extensions to relieve septic systems at risk of failure, correct party sewer situations, and provide service where development will be occurring soon and service is not available.	Various	83,462,000

Stormwater Management

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
SM-1	Johnson Creek Willing Seller Ph. 2	Based on the Johnson Creek Restoration Plan, acquisition of land in four target areas for floodplain restoration. Properties are purchased at fair market value and used to implement restoration projects detailed in other capital projects on list.	Johnson Creek Target Areas	10,000,000
SM-2	West Lents Flood Mitigation	Based on the Johnson Creek Restoration Plan, restore floodplain and wetland function in the West Lents target area for flood storage and water quality, stabilize stream banks to protect nearby homes, businesses and downstream sewer infrastructure, and restore habitat. Projects address TMDL requirements, ESA plans and other regulations.	West Lents target area	6,417,000
SM-3	East Lents Area Flood projects	Based on the Johnson Creek Restoration Plan, restore floodplain and wetland function in the East Lents target area for flood storage and water quality, stabilize stream banks to protect nearby homes, businesses and downstream sewer infrastructure, and restore habitat. Projects address TMDL requirements, ESA plans and other regulations.	East Lents target area	8,240,000
SM-4	Other Johnson Creek Target Area Floodplain Projects	Based on the Johnson Creek Restoration Plan, restore floodplain and wetland function in the Tideman Johnson and Powell Butte target areas, and smaller floodplain restoration in partnership with creek-side property owners in other targeted areas, for flood storage and water quality, stabilize stream banks to protect nearby homes, businesses and downstream sewer infrastructure, and restore habitat. Projects address TMDL requirements, ESA plans and other regulations.	Tideman and Powell Butte Target areas plus CRP	5,045,000
SM-5	Johnson Creek Restoration Program Projects	Priority projects along the main stem and tributaries of Johnson Creek to mitigate flooding, improve water quality and wildlife habitat, address stormwater outfalls and culverts, and sanitary sewer protection. Includes restoration of floodplain and wetlands, construction of stream enhancements, and partnership projects with other agencies to meet the objectives of the 2001 Johnson Creek Restoration Plan. Projects address TMDL requirements, ESA plans and other regulations.	Johnson Creek Watershed, various	9,025,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
SM-6	Columbia Slough Outfalls	Design and construction of pollution control facilities for separated stormwater areas flowing through 220-city owned outfalls to the Columbia Slough to address DEQ Sediment Order. Program prioritizes outfalls draining Columbia Boulevard and other high traffic City roadways.	Columbia Boulevard area	14,250,000
SM-7	Columbia Slough Restoration Projects	Culvert replacement, water quality facilities and wetland and habitat restoration and enhancement to improve water quality, habitat and hydrology. Projects address TMDL requirements, infrastructure deficiencies, ESA plans and other regulations and may include partnership with other agencies. Includes in-stream restoration as well as stormwater system improvements.	Columbia Slough Watershed, various	11,121,000
SM-8	Fanno Creek Stormwater System Improvements	Projects to address TMDLs, recommended by the Fanno/Tryon TMDL predesign. 1-5 year projects include stormwater retrofits along the Beaverton-Hillsdale Highway, addressing deficient stormwater outfalls, and other stormwater system improvements.	Fanno Watershed: Beaverton-Hillsdale corridor and various	2,700,000
SM-9	Tryon Creek Stormwater System Improvements	Projects to address TMDLs, recommended by the Fanno/Tryon TMDL predesign. 1-5 year projects include stormwater retrofits along the I-5 and Barbur Blvd. corridors, addressing deficient stormwater outfalls, and other stormwater system improvements.	Tryon Watershed: I-5/Barbur area, and various	2,675,000
SM-10	Fanno/Tryon Drainage Shoulder Improvements	Drainage improvements for high priority City maintained roadside ditches along arterial streets in the Fanno and Tryon watersheds. Projects address water quality, as recommended by the Fanno/Tryon TMDL predesign. Includes SW Hamilton and SW Stephenson and future projects.	Fanno and Tryon Creeks watersheds (various)	5,401,000
SM-11	Fanno/Tryon Restoration Projects	In-stream restoration and improvements to address water quality, hydrology and habitat, including TMDL requirements, ESA plans and other regulations. Includes culvert replacement, stream daylighting, sanitary sewer protection and other restoration in both the Fanno and Tryon creek watersheds. Projects recommended by the Fanno/Tryon TMDL predesign and watershed plans.	Fanno and Tryon Creeks watersheds, various	7,557,000
SM-12	Willamette River Restoration Projects	Projects to improve water quality, habitat and hydrology along the main stem river and tributaries (subwatersheds) to address TMDL requirements, ESA plans and other regulations. Includes in-stream and floodplain restoration and enhancement.	Willamette River Watershed	17,600,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
SM-13	Stephens Creek Stormwater System Improvements	Address stormwater issues in the Stephens Creek subwatershed, including unmanaged stormwater discharge, pollution reduction and detention facilities, restoration of riparian and wetland functions, erosion and sediment loading at outfalls.	Stephens Creek Subwatershed	14,323,000
n/a	Stormwater Management Program Implementation	Improvements to the stormwater management system beginning with the Stephens Creek subwatershed. Other areas of particular concern include elsewhere in SW, outer east, and the Columbia Slough. Specific improvements have not been identified.	Various	56,300,000
n/a	Culvert Replacement Program	Replace or improve stream culverts citywide to improve fish passage and water quality, and address flooding and maintenance needs. Includes completion of culvert replacements on Crystal Springs Creek and other priority projects to address ESA plans and other system needs.	Various/ Citywide	14,302,000
n/a	Watershed Land Acquisition Ph. 1 & 2	Program targets acquisition of medium to high functioning natural resource lands in support of watershed health and stormwater management.	Various/ Citywide	16,000,000

LIST OF SIGNIFICANT PROJECTS

Water

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
n/a	Dodge Park	Improvements will continue to address security and visitor amenities at the site, trespass/hazard warning signs, alternative park management arrangements, and visitor management. The bureau is committed to improving the maintenance of the park including preservation of existing infrastructure, repairs, replacements and upgrades. New uses for the park include an amphitheater, camping, training area, facility upgrade to the existing building, and special needs assistance for using the park amenities.	Dodge Park	1,200,000
W-1	Emergency Coordination Center	This project designs and constructs the City's Emergency Coordination Center. The bureau will locate its emergency response and security staff at the location. The project location is adjacent to the City's 911 Call Center at SE 99th Ave and Powell Blvd. The total project cost is \$19.85M and PWB is a contributing bureau.	Emergency Coordination Center (SE 99 th and Powell)	1,807,000
W-2	Bertha Service Area Improvements	This project will connect the Bertha 962 pressure zone with the 937 pressure zone with new 8-inch and 4-inch main and a new regulator. This work will allow for the abandonment of the existing main that passes through steep, unimproved right-of-way while maintaining an adequate level of service to the Bertha Service Area.	Bertha Service Area	856,000
W-3	Burnside Pump Station Replacement	This project will decommission the old undersized pump station and modify the nearby Verde Vista pump station to serve the Burnside pumping needs for the next 50 years. The project will also acquire property for the future Burnside pump station to be built 50 years from now.	Burnside Pump Station	2,000,000
W-4	Carolina Pump Main Extension, Phase II	This project will connect the existing Carolina Pump Main (Westwood Tanks) and the Fulton Pump Main (Burlingame Tanks) together. This will be a pump main from the intersection of SW Capitol Hwy and SW Terwilliger Blvd to the Burlingame Tank site.	SW Capitol Hwy – SW Terwilliger	3,184,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
n/a	Distribution Mains	This program includes rehabilitation and replacement of substandard mains, expansion due to applications from private developers, increasing supply for fire protection, improving water quality and water system upgrades due to local improvement districts (LIDs), and street improvements. Main replacements also include appurtenances (e.g. fire hydrants, valves, pressure regulators, service branches, and other facilities).	Various/Citywide	300,738,000
W-5	Division Street Piping	This project will design and construct improvements located in the ROW for the Tabor Reservoir Adjustments project. Improvements will be made to the distribution and transmission systems as well as to Conduits 2 and 3 in SE Division St.	SE Division St	1,680,000
W-6	Forest Park Low Tank	This project will plan, design and construct a single 1.3 million gallon AWWA D110 type 1 tank. This storage is to augment regular system capacity and increase fire flow.	Forest Park Low Tank	2,210,000
n/a	Fountains	The bureau has responsibility for 27 decorative fountains, including repairs, replacements and upgrades. Funding includes provisions for repair of drain lines and valves, replacement of liners, repair and replacement of electrical equipment and lighting systems, repair and replacement of pumps, addition of telemetry, and various improvements to exterior surfaces.	Various/Citywide	3,000,000
W-7	Fulton Pump Station	This project will replace the Fulton Pump Station with a new pump station located in Willamette Park.	Fulton Pump Station	9,060,000
W-8	Greenleaf Pump Station	This project will plan, design and construct a replacement Greenleaf pump station at the existing site. Flow upgrades will remove the Penridge tank from the system. The new pump station will pump directly to the distribution system.	Greenleaf Pump Station	3,500,000
n/a	Hydrants	This project provides for the replacement of fire hydrants that are no longer repairable. Replacements may also occur as part of the bureau's ongoing efforts to standardize hydrant types for more efficient and effective management of maintenance and repair activities.	Various/Citywide	23,900,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
W-9	Interstate Facility Renovation	This project consists of comprehensive reconstruction and improvements to the bureau's System Control Center and Operations and Maintenance Facility, located on North Interstate Avenue, to address seismic and other site vulnerabilities and bring the facility up to current safety and building codes.	Interstate Facility (NE Interstate)	35,323,812
W-10	Portland-Milwaukie Light Rail Project	This project consists of planning, design and construction for relocation of over 5,000 feet of main required for the Portland-Milwaukie Light Rail project. PWB Construction crews and Construction Management Team will assist during the construction phase of the project.	PMLR alignment, SW/SE	1,100,000
n/a	Meters	This project funds the purchase and installation of water meters. The Bureau objective is to maintain meter accuracy to within 3% of actual values.	Various/Citywide	35,690,000
n/a	Pump Stations and Tanks	This program maintains a large variety of infrastructure consisting of water storage tanks, pumps, and pump and control facilities. The bureau uses a reliability centered maintenance (RCM) analysis to prioritize projects in these areas. A key focus of the next five years will be to replace the remote telemetry units at over 140 remote sites. The existing units are over 15 years old, and are becoming obsolete. The servers are at the end of their service cycle, and must also be replaced.	Various/Citywide	20,003,000
W-11	Rose City Sewer Rehabilitation	The project will install new 1207 feet of 8 inch DI, 2 hydrants and 39 services 2 inches or smaller.	Rose City area	2,000
W-12	Raymond Tank Supply Improvements	This project will design and construct improvements at Raymond Tank Site and at an intersection of SE Holgate Boulevard and SE 136th.	Raymond Tank, vicinity	535,000
W-13	Sam Jackson Pump Station	This project will add multiple capital improvements including seismic improvements, replacement of RTU and motor controllers, installation of pump control and check valves, extension of the crane rail, a concrete pad, and installation of a security fence and gate.	Sam Jackson Pump Station	1,400,000
n/a	Services	This project constructs replacement and customer requested water services. A water service is the connection between the water main and any given customer's service meter. Service connections are always performed by Water Bureau crews directed by a certified Water Service Mechanic. An ongoing budget of approximately \$4 million per fiscal year provides for installation of about 1,000 water service connections annually and other upgrades to existing water services.	Various/Citywide	80,000,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
W-14	Willamette River Pipe Crossings	The project replaces major pipelines to strengthen the transmission link between Powell Butte and the service areas west of the Willamette River, including downtown and the storage reservoirs at Washington Park. It includes construction of a new seismically strengthened river crossing to replace the first one of potentially two Willamette River crossings, and new transmission piping on both sides of the river.	Various, Powell Butte – Washington Park	111,600,000
n/a	Water Quality and Regulatory Compliance	The bureau recognizes the Bull Run watershed as a diverse ecosystem. The bureau is committed to preserving this habitat and complying with federal regulations using practical, locally driven solutions. Many of the projects in this subprogram respond to the Endangered Species Act (ESA), including the implementation of the Bull Run Habitat Conservation Plan (HCP) as adopted by City Council and approved by the National Marine Fisheries Service. Consistent with HCP commitments, this program funds easements, purchases land, and also supports projects jointly conducted with other watershed partners.	Bull Run	48,596,000
n/a	Bull Run Watershed	The bureau is committed to updating the Bull Run watershed protection and maintenance procedures and agreements based on the 2007 Bull Run Agreement with the Mt. Hood National Forest. The function of this program is to allocate funds for the capital projects necessary to maintain, improve, and protect the watershed facilities that are not directly related to the water supply system facilities. This includes Bull Run Watershed road reconstruction to ensure continuous, reliable, and safe access to all facilities, as well as maintenance of other city-owned infrastructure within the watershed.	Bull Run	38,410,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
n/a	Dams and Headworks Repair and Rehabilitation	This program provides for assessment of the condition and rehabilitation of dams and other facilities at Headworks. As many of these facilities are between 50 and 70 years old, their safe and reliable operation requires ongoing investment. The program includes preliminary engineering and design of needed repairs, rehabilitation of these facilities, and actual repair work.	Bull Run	3,000,000
W-15	Groundwater Improvements	The Columbia South Shore Wellfield (CSSW) is Portland's alternative supply of water should the Bull Run watershed supply be interrupted for any reason. Projects improve the maintenance of this aging infrastructure, including repairs, selective replacements and upgrades.	CSSW	9,700,000
W-16	Groundwater Collection Main Hardening	Much of the piping connecting the wells to the Groundwater Pump Station is located in liquefiable soils which are vulnerable during a seismic event. This project would design and install measures to "harden" the piping and reduce this vulnerability.	CSSW	20,000,000
W-17	Groundwater Electrical Supply Improvements	This project designs and constructs a new 115kV/4160V transformer and other components to complete a double-ended electrical substation at the Groundwater Pump Station. It will also design and construct a 5kV main breaker replacement and purchase selected spare components.	CSSW	2,071,000
W-18	Groundwater Pump Station Expansion	As water demand increases, the bureau will need to increase the available flows from the groundwater system. The system expansion will include upgrade of the Groundwater Pump Station to provide additional capacity.	CSSW	10,000,000
W-19	Groundwater Wellfield Expansion	As water demand increases, the bureau will need to increase the available flows from the groundwater system. The system expansion will include additional well development and collection mains in the Columbia South Shore area.	CSSW	12,000,000
W-20	Groundwater Wellfield Reliability Enhancements	The bureau is attempting to increase flexibility and preparedness to meet the challenge of an interruption of Bull Run water. It is evaluating electrical vulnerability for the pumping system, reviewing flood inundation vulnerability, and development of a Groundwater Intertie to reduce transmission system vulnerability. Inundation review may be partially completed in partnership with Multnomah County Drainage District.	CSSW	3,000,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
W-21	Powell Valley Well Improvements	The project includes upgrade of the facilities in the previous Powell Valley Road Water District area and connection and integration of these facilities to the PWB water system.	Powell Valley wellfield	3,000,000
n/a	Road 1008	This project will design and construct an overlay for the Bull Run 1008 road.	Bull Run	710,000
n/a	Road 10 MP 0.6-1.8	Design and construct walls, widening, culverts and repave this portion of the Bull Run 10 road.	Bull Run	900,000
n/a	Building Maintenance	The bureau maintains hundreds of structures from the Bull Run watershed to Downtown Portland. These structures range in size from small pump houses to the maintenance hub on Interstate Avenue. The necessary work involves structural repairs and maintenance.	Various/Citywide	3,000,000
n/a	Sandy River Station Upgrade	This project consists of upgrades to the Sandy River Station facilities including an evaluation of a potential move to a different site.	Sandy River station	5,000,000
n/a	West Side Maintenance Facility	A hub is needed on the west side of the Willamette River for maintenance and construction crews, vehicles, equipment and materials, and emergency operations. This project includes construction of the facility within the next 20 years.	West of Willamette River, tbd	5,000,000
n/a	Conduit 5	This project would include installation of sections of a new Conduit 5 as growth occurs and the condition of the existing conduits worsens.	Conduit 5, east of city limits	75,000,000
n/a	Conduits and Transmission Mains	The conduits that bring water to Portland from the Bull Run watershed are pipes 56 to 72 inches in diameter. This program funds repairs, replacements and upgrades to these key pipelines. Reliable service to the City and the City's wholesale customers is the key reason for the bureau's commitment to improve maintenance of this aging infrastructure.	Various/Citywide	63,525,000
W-22	Kelly Butte Reservoir	The purpose of this project is to increase storage capacity from 10MG to 25MG by replacing the existing tank with a buried reservoir. This includes site access, construction access and easements, staging areas, and on-site storage areas. This project establishes Kelly Butte as the key facility that will be used for system pressure equalization and in-town terminal storage in lieu of the Mt. Tabor open reservoirs.	Kelly Butte	66,970,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
n/a	New Conduit Intertie	This project would address concerns about the capability of the conduit system to withstand hazards and deliver an uninterrupted supply to the City. The project will improve reliability of flow during emergency conditions and for maintenance by providing additional isolation and interconnectivity.	Conduit, east of city limits	10,000,000
W-23	Powell Butte Reservoir 2	This LT2 project is being constructed in 2 phases – Phase 1 is complete. The project is currently in Phase 2, the construction of a 50 million gallon buried reservoir at Powell Butte. It includes a short section of Conduit 5, construction of a maintenance and storage facility, replacing the caretaker's house, construction of an interpretive center and restrooms, reservoir overflow, park improvements and mitigation requirements as part of the conditions for approval in the 2003 LUR Type III CUMP.	Powell Butte	35,220,000
W-24	Powell Butte Reservoir 3	This project constructs a third reservoir at Powell Butte and possible bypass piping around the Butte.	Powell Butte	100,000,000
n/a	Sandy River Conduit Relocation, Phase II	The bureau is committed to increasing the flexibility and preparedness to meet the future challenge of a natural disaster. This project will relocate the Sandy River crossings of Conduit 3. The crossings of Conduit 2 and 4 have already been completed. These conduits were identified in the system vulnerability study as vulnerable to seismic, volcanic, flooding, and other natural and manmade hazards.	Sandy River crossing	5,000,000
W-25	Tabor Reservoir Adjustments	This project includes adjustments to piping, structures and other features at Mt. Tabor in order to move storage elsewhere and physically disconnect the open reservoirs from the public water system for compliance with LT2. Project does not include disposition of the reservoirs after they have been disconnected from the public water system.	Mt. Tabor	3,355,000
W-26	Washington Park Reservoir 3	The project will plan, design and construct a new buried reservoir to replace open reservoir No. 3. This project is one solution toward compliance with LT2 replacement of the open reservoirs. It is assumed that Reservoir # 4 will be used as the overflow detention structure. We envision that the buried reservoir would be topped with a reflecting pond and historical features would be protected to retain its visual appeal.	Washington Park	52,100,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Project Title	Project Description	Location	Rough Cost Estimate (2014-2032)
W-27	West Side Transmission Main Improvements	These mains include the Sam Jackson to Downtown Pipeline and the Jefferson Street Supply mains. These large transmission mains are needed to strengthen the supply to terminal storage located on the west side of the Willamette River.	Various, SW Portland	20,000,000
n/a	Treatment Facilities Improvements	Treatment of Portland's drinking water is the most complex activity the bureau engages in while operating the water system. This project would include several related projects for the Bull Run water supply, at Bull Run Headworks and the Lusted Hill Facility. Projects would likely be driven by State and Federal regulations	Bull Run	150,000,000

Transportation

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
10001	Portland	Banfield LRT Stations, NE/SE: Pedestrian Improvements	Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 82nd, 148th, and 162nd stations.	Banfield LRT Stations, NE/SE	\$3,156,750
20002	Portland	14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS	Six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay)	\$505,080
20005	Portland	10th, NW (Overton - Naito Parkway): Pedestrian Bridge	Construct pedestrian bridge along 10th alignment to connect over railroad tracks.	10th, NW (Overton - Naito Parkway)	\$2,500,000
20006	Portland	Bancroft St., SW (River Parkway - Macadam): Street Improvements	Widen SW Bancroft in conformance with district street standards.	Bancroft St., SW (River Parkway - Macadam)	\$1,403,000
20007	Portland	South Portal Phase I & II, SW: Intersection Improvements	Improve the intersection of Bancroft, Hood, and Macadam to address safety and capacity issues.	South Portal, SW	\$41,478,000
20009	Portland	Bond Ave, SW (River Parkway - Bancroft): Street Improvements	Extend SW Bond one-way northbound from Gibbs to River Parkway and convert Moody to one-way southbound operation to form a couplet.	Bond Ave, SW (River Parkway - Bancroft)	\$ 18,834,515
20010	Mult. Co	Broadway NE/NW: Bridge Improvements	Broadway Bridge improvements include painting, phase 1 seismic retrofit, sidewalk replacements, and resurface of bridge deck/approaches.	Broadway NE/NW	\$ 42,668,000
20011	Mult. Co	Burnside Bridge, W/E: Bridge Improvements	Improvements include deck rehabilitation, mechanical improvements, painting, and phase 1 seismic retrofit.	Burnside Bridge, W/E	\$ 42,668,000
20012	Mult. Co	Burnside Bridge, SE/SW: Pedestrian and Bike Access	Improve bicycle and pedestrian access from the Burnside Bridge to Waterfront Park and Eastbank Esplanade.	Burnside Bridge, SE/SW	\$ 2,140,000
20014	Portland	Burnside, W (NW 15th to NW 23rd): Boulevard Improvements	Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at 20th Pl and 22nd, and traffic management to limit motorist delays.	Burnside, W (NW 15th to NW 23rd)	\$ 18,000,000
20017	Portland	Clay/2nd, SW: Pedestrian/Vehicle Signal	New signal installation.	Clay/2nd, SW	\$ 250,000
20018	Portland ODOT	Clay/MLK Jr, SE: Intersection Improvements	Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK.	Clay/MLK Jr, SE	\$1,296,372

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
20020	Portland	9th & Park, SW (Burnside - Salmon): Midtown Blocks Streetscape Improvements	Completion of design guidelines and preliminary capital improvements for Midtown Park Blocks.	9th & Park, SW (Burnside - Salmon)	\$141,543
20022	Portland	DivisionSt/9th, SE (7th - Center): Bikeway	Design and implement a neighborhood greenway.	DivisionSt/9th, SE (7th - Center)	\$27,548
20027	Portland	I-405/US 26/Ross Island Bridge, SW: Access Improvements	Construct new freeway access from Ross Island Bridge to I-405 and US 26 to improve connections between regional facilities and separate traffic from neighborhood streets.	I-405/US 26/Ross Island Bridge, SW	\$50,000,000
20030	Portland	18th/Jefferson St, SW: ITS	Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow at SW 18th/Jefferson intersection.	18th/Jefferson St, SW	\$112,240
20035	Portland	Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements	Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions.	Grand/MLK Jr, SE/NE	\$4,861,395
20039	Portland ODOT	South Waterfront District, SW: Bicycle and Pedestrian Improvements	Implement pedestrian and bicycle district access improvements identified in the North Macadam Transportation Development Strategy.	South Waterfront District, SW	\$3,250,050
20040	Portland	Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements	Arthur, Gibbs, and Lowell are the primary connectors between Moody-Bond and River Parkway and will be constructed in phases as development occurs in North Macadam District.	Arthur, Gibbs & Lowell, SW (River Parkway - Moody)	\$5,261,250
20042	Portland	South Waterfront Transit Improvements, SW	Implement transit improvements identified in the North Macadam Transportation Development Strategy, including central city transit hub and local bus service improvements.	South Waterfront, SW	\$2,806,000
20043	Portland	Old Town/China Town District, NW: Streetscape Improvements	Design and construction public improvements in Old Town/Chinatown to enhance cultural identity, following Chinatown Development Plan. Includes sidewalks, street trees, and redevelopment assistance to private properties.	Old Town/China Town District, NW	\$6,247,646
20049	Portland	Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements	Construct bike and pedestrian improvements under I-5 to the Corbett-Terwilliger-Lair Hill neighborhood at SW Sheridan St.	Corbett/Hood/Sheridan, SW	\$210,450
20050	Portland	Southern Triangle Circulation Improvements, SE	Improve local street network and regional access routes in the area between the Powell/12th, Willamette River, railroad mainline and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge.	Southern Triangle, SE	\$4,051,163

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
20057	Portland	Willamette Greenway, SW: Trail Extension	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette Greenway trail.	Willamette Greenway, SW	\$2,650,000
20064	Portland	14/16th Connections, NW	Improve or create connections to W. Burnside, Yeon, and Vaughn and provide directional signage to route non-local traffic to 14th/16th couplet.	14/16th Connections, NW	\$280,600
20065	Portland	Interstate, N, Bridge at Larrabee: Seismic Retrofit	Replacement of the existing N. Interstate to Larrabee flyover ramp with a new structure.	Interstate, N, Bridge at Larrabee	\$20,592,147
20068	Portland	12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit	Seismic retrofit.	12th, NE (Bridge at Lloyd Blvd)	\$1,540,000
20069	Portland	Marshall, NW (9th - Naito Parkway): Pedestrian Bridge	Construct pedestrian bridge along Marshall alignment to connect over railroad tracks.	Marshall, NW (9th - Naito Parkway)	\$3,000,000
20070	Portland	Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements	Construct streetscape improvements include pedestrian amenities.	Naito Parkway (Broadway Br - north of Terminal One)	\$4,559,750
20075	Portland	Water Ave, SE (Stark - Clay): Reconstruction	Reconstruct street, improve streetscape design, and provide pedestrian and bicycle enhancements.	Water Ave, SE (Stark - Clay)	\$900,000
20077	Portland	7th/I-84 & 9th/I-84, NE: Pedestrian and Bike Bridges	Construct a pedestrian/bicycle bridge across Interstate 84 connecting NE 7th Ave in the Lloyd District to NE 7th or 8th Ave in the Central Eastside Industrial District.	7th/I-84 & 9th/I-84, NE	\$8,300,000
20078	Portland	7th & 9th, NE (Broadway - Lloyd Blvd): Pedestrian Improvements	Construct an enhanced pedestrian street.	7th & 9th, NE (Broadway - Lloyd Blvd)	\$5,500,000
20079	Portland	Lloyd Blvd, NE (Grand - 12th): Pedestrian Improvements	Widen and enhance the pedestrian walk along the south edge of Lloyd Blvd.	Lloyd Blvd, NE (Grand - 12th)	\$800,000
20081	Portland	6th Ave, SW (Sheridan - Broadway): Roadway Improvements	Widen or reconfigure street to improve traffic operations and safety.	6th Ave, SW (Sheridan - Broadway)	\$679,000
20089	Portland	Burnside/Couch, W/NW (Burnside Bridge - NW 15th): Couplet and Street Improvements, Phase I	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	\$75,895,353
20092	UPRR	Steel Bridge, N/NE: Rehabilitation	Major bridge maintenance	Steel Bridge, N/NE	\$30,000,000
20095	UPRR	Graham Line Siding, N: Graham rail line	Add controlled siding on the UP Graham line	Graham Line, N	\$12,000,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
20097	Portland	Flanders, NW (Steel Bridge to Westover): Bicycle Facility	Design and implement a neighborhood greenway from NW 24th Ave to the Steel Bridge, including a new bicycle/pedestrian bridge over I-405 on Flanders and connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	Flanders, NW (Steel Bridge to Westover)	\$ 5,392,337
30001	Portland	Ainsworth Bridge, N (at I-5): Bridge Improvements	Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5.	Ainsworth Bridge, N (at I-5)	\$1,500,000
30004	Portland	Columbia Blvd, N (Swift - Portland Rd & Argyle Way - Albina): Pedestrian Improvements, Phase I & II	Construct sidewalk and crossing improvements.	Columbia Blvd, N (Swift - Portland Rd & Argyle Way - Albina)	\$4,213,209
30005	Portland	Columbia Blvd, N (Bridge at Taft): Seismic Retrofit	Seismic retrofit of bridge.	Columbia Blvd, N (Bridge at Taft)	\$583,367
30008	Portland	Columbia Blvd, N/NE(I-205 - Burgard): ITS	Communications infrastructure including closed circuit TV cameras, truck priority detection, variable message signs for remote monitoring and control of traffic flow for six signals.	Columbia Blvd, N/NE(I-205 - Burgard)	\$589,260
30010	ODOT	Denver Viaduct and Connections (Argyle-Victoria), N: Roadway Improvements	Construct shared-use path; rehabilitate, resurface and restripe Denver Ave for buffered bike lanes; connect shared-use path to Columbia Slough levee trail.	Denver Viaduct and Connections (Argyle-Victoria), N	\$10,000,000
30011	Portland	Force/Broadacre/Victory, N: Bikeway	Signed bikeway connection to I-5 river crossing.	Force/Broadacre/Victory, N	\$28,060
30012	Portland	Going St, N (Interstate - Basin): Bikeway	Design and implement a multi-use path.	Going St, N (Interstate - Basin)	\$768,000
30014	Portland	Failing St & Ped Bridge, N (Interstate - Mississippi): Street Improvements	Street improvements to provide a safe and pleasant connection between the MAX station and the Mississippi Target Area.	Failing St & Ped Bridge, N (Interstate - Mississippi)	\$800,000
30015	Portland	Going, N (Interstate - Greeley): ITS	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	Going, N (Interstate - Greeley)	\$550,000
30016	Portland	Going/Greeley, N: Climbing Lane and Interchange Improvements	Redesign Going/Greeley interchange including climbing lane on Going to improve truck movement between Swan Island, Lower Albina, and I-5.	Going/Greeley, N	\$16,750,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
30018	Portland	West Hayden Island, N: Street Network Improvements	Implement street plan for Hayden Island to improve circulation and access for all modes.	West Hayden Island, N	\$4,000,000
30019	Port	Hayden Island/Rivergate, N: Rail Access	Rail access bridge from Rivergate to West Hayden Island development.	Hayden Island/Rivergate, N	\$3,000,000
30026	Metro	Kelly Point Park Access Trail/40-Mile Loop Trail, N	Construct multi-use trail for bicycle and pedestrian along the north bank of the Columbia Slough.	Kelly Point Park/40-Mile Loop, N	\$115,000
30028	Portland	Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements	Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities	Killingsworth, N (Interstate - MLK Jr Blvd)	\$4,900,000
30030	Portland	Killingsworth, N (Denver to Greeley): Pedestrian Improvements	Design and implement streetscape and transportation improvements.	Killingsworth, N (Denver to Greeley)	\$1,851,960
30034	Portland	Lombard, N/NE (St Johns Bridge - MLK Jr): Bikeway	Design and implement bicycle facilities.	Lombard, N/NE (St Johns Bridge - MLK)	\$100,000
30035	Portland	Lombard, N/NE (MLK Jr - Philadelphia): ITS	Communications infrastructure including closed circuit TV camera, Bluetooth detection, improved bus priority variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Ivanhoe.	Lombard, N/NE (MLK Jr - Philadelphia)	\$673,440
30037	Portland	Lombard, N (I-5 - Denver): Street Improvements	Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing of the Interstate 5 on-ramp. The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	Lombard, N (I-5 - Denver)	\$1,703,242
30038	Portland	Marine Dr, N/NE (Portland Rd to 185th): ITS	CCTV at N Portland Rd. Changeable message signs at Portland Rd, Vancouver and 185th	Marine Dr, N/NE (Portland Rd to 185th)	\$238,510
30039	Port	Marine Dr, N (at Rivergate West): Rail Crossing, Phase II	Reroute rail tracks and construct an above-grade rail crossing at Rivergate West entrance to improve safety and reduce vehicle and rail traffic conflicts.	Marine Dr, N (at Rivergate West)	\$13,644,200
30043	Portland	Prescott Station Area Street Improvements, N	Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT	Prescott Station Area, N	\$4,770,200

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
30050	Portland	St. Johns Pedestrian District, N	Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St Johns/Lombard Plan.	St. Johns, N	\$5,000,000
30054	Port	Barnes Rail Yard - Bonneville Rail Yard, N: Track Expansion	Construct additional unit train trackage between Bonneville and Barnes Yards to support unit train movement between South Rivergate and the Columbia Corridor.	Barnes Rail Yard - Bonneville Rail Yard, N	\$11,900,000
30055	Port	Penn Junction, N, UP/BNSF Main Line: Track Realignment	Realign track configuration, double track, and upgrade signaling to improve mainline capacity and allow greater train turnout speed.	Penn Junction, N, UP/BNSF Main Line	\$3,500,000
30056	Portland	Columbia Bl, N/NE (MLK Jr BL - Lombard): Bikeway	Design and implement bicycle facilities.	Columbia Bl, N/NE (MLK Jr BL - Lombard)	\$ 153,944
30058	Portland Port	Lombard, N (at Terminal 4): Driveway Consolidation	Consolidate driveways at Terminal 4 and Schnitzer Steel.	Lombard, N (at Terminal 4)	\$ 10,000,000
30059	Portland	Lombard, N (N Tyler - N Woolsey)	Implement main street improvements along N Lombard consistent with the St. Johns/Lombard Plan, including curb extensions, street lighting and bicycle improvements.	Lombard, N (N Tyler - N Woolsey)	\$ 1,002,000
30062	Port Railroad	West Hayden Island Rail Yard Expansion, West Hayden Island	Extend rail from BNSF mainline to West Hayden Island and construct rail loop to serve future marine terminal development.	West Hayden Island	\$9,500,000
30063	Region	BNSF Line at Columbia Bridge, N: Track Improvements	Improve rail track conditions on approaches to movable spans.	BNSF Line at Columbia Bridge, N	\$8,000,000
30065	Region	N Portland Junction, N: Rail Improvements	Upgrade rail track with revised crossovers, centralized traffic control tie-in and increased turning radius to accommodate higher rail speeds and capacity.	N Portland Junction, N	\$23,600,000
30066	Region	N Portland Rail Grade Separation, N	Grade separate rail/highway traffic on N Columbia Blvd at Penn Junction at BNSF Rail Bridge and Columbia Slough and N Portland Junction	N Portland Rail, N	\$75,000,000
30069	Region	Slough Rail Bridge, N	Future rail bridge across Columbia Slough to provide rail connection to south Rivergate from Terminal 6.	Slough Rail Bridge, N	\$4,500,000
30070	Portland	Columbia Bl/Portland Rd, N: Intersection Improvements	Redesign intersection.	Columbia Bl/Portland Rd, N	\$3,000,000
30072	Port	Rivergate ITS, N	Connect real-time information to ODOT's Highway ITC systems.	Rivergate, N	\$480,000

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30075	Portland	Lombard, N/NE (MLK Jr - Philadelphia): ITS	CCTV at various intersections; changeable message signs.	Lombard, N/NE (MLK Jr - Philadelphia)	\$210,000
30077	Port	Barnes to Terminal 4, N: Track Expansion	Add dedicated track for Terminal 4 through Barnes Yard and add new track from Barnes Yard to Terminal 4.	Barnes to Terminal 4, N	\$3,000,000
30080	Portland	Burgard-Lombard, N: Street Improvements	Widen street to include two 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk.	Burgard-Lombard, N	\$17,000,000
30081	ODOT Portland	Argyle, N (Columbia - Denver): Roadway Improvements	New N Argyle street connection, west of I-5. Construct a new arterial roadway north of existing street alignment and reconstruct existing street as a local street in a Pedestrian District as recommended by the I-5 Delta Park project in the Argyle on the Hill Alternative.	Argyle, N (Columbia - Denver)	\$11,773,032
40003	Portland	26th/Regents, NE: Intersection Improvements	Reconstruct intersection including pedestrian refuge to improve traffic flow and safety.	26th/Regents, NE	\$115,000
40006	Portland	33rd/Marine Drive, NE: Intersection Improvements	Signalize intersection for freight movement.	33rd/Marine Drive, NE	\$350,750
40007	Portland ODOT	42nd Bridge, NE (at Lombard): Bridge Replacement	Replace 42nd bridge over Lombard to remove weight restriction.	42nd Bridge, NE (at Lombard)	\$4,900,000
40008	Portland	47th/42nd, NE (Cornfoot - Siskiyou): Bike Lanes	Design and implement bicycle facilities. Project involves shoulder paving and drainage work.	47th/42nd, NE (Cornfoot - Siskiyou)	\$160,000
40009	Portland	47th, NE (Columbia - Cornfoot): Roadway & Intersection Improvements	Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes pedestrian and bicycle improvements.	47th, NE (Columbia - Cornfoot)	\$5,541,678
40010	Portland	60th Ave, NE (Killingsworth - Going/Cully): Pedestrian Improvements	Construct sidewalks, curbs, and storm drainage improvements.	60th Ave, NE (Killingsworth - Going/Cully)	\$400,000
40012	Portland	72nd, NE (Killingsworth - Prescott): Pedestrian Improvements	Construct sidewalks, curbs, and storm drainage improvements along 72nd and improve pedestrian crossings at Prescott and Killingsworth.	72nd, NE (Killingsworth - Prescott)	\$750,000
40016	Port	82nd, NE (Airport Way - Columbia Bl): Bike & Pedestrian Improvements	Construct bicycle and pedestrian facilities.	82nd, NE (Airport Way - Columbia Bl)	\$510,000

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40020	Portland	92nd Ave, NE (Fremont - Halsey): Bicycle & Pedestrian Improvements	Design and implement bicycle facilities. Construct sidewalks to provide access to transit and schools.	92nd Ave, NE (Fremont - Halsey)	\$360,000
40023	Port	Airport Way, NE: Return and Exit Roads	Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	Airport Way, NE	\$ 6,400,900
40025	Port	82nd/Airport Way, NE: Overcrossing	Construct grade-separated overcrossing.	82nd/Airport Way, NE	\$ 86,000,000
40027	Portland Port	Alderwood St, NE, (Alderwood Trail - Columbia Bl): Bikeway	Design and implement bicycle facilities. Project includes some shoulder widening.	Alderwood, NE (Alderwood Trail - Columbia Bl)	\$561,200
40028	Portland	Argyle, NE (14th - MLK): Street Extension	Extend NE Argyle to provide better street grid. Will serve as a collector/distributor for industrial businesses & reduce traffic congestion at MLK/Columbia intersection.	Argyle, NE (14th - MLK)	\$480,000
40030	Portland	Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III	Boulevard retrofit of street including street trees, traffic signals, curb extensions, wider sidewalks, and bicycle facilities.	Broadway/Weidler, NE (15th - 28th)	\$9,058,399
40032	Portland	Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Reconstruct intersection to provide left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	Alderwood/Columbia Blvd/Cully, NE	\$1,460,000
40036	Portland	Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements	Construct a multi-use path on the north side of Cornfoot Rd and install missing guardrail segments on the south side.	Cornfoot, NE (47th - Alderwood)	\$3,626,000
40037	Portland	Cully, NE (Columbia Bl - Fremont): Multi-modal Improvements	Design and implement bicycle facilities.	Cully, NE (Columbia Bl - Fremont)	\$500,000
40039	Portland	Fremont St, NE (42nd-52nd): Pedestrian and Safety Improvements	Construct streetscape and transportation improvements to improve the pedestrian environment.	Fremont St, NE (42nd-52nd)	\$405,116
40042	Portland ODOT	Halsey, NE (Bridge at I-84): Seismic Retrofit	Seismic bridge retrofit.	Halsey, NE (Bridge at I-84)	\$387,000
40045	Portland ODOT	Hollywood Pedestrian District, NE: Multi-modal Improvements	Multi-modal street improvements including traffic signals, restriping, improved pedestrian crossings and connections to transit center.	Hollywood, NE	\$10,776,092
40052	Portland	Killingsworth, NE (42nd-72nd): Pedestrian Improvements	Construct sidewalks and crossing improvements for pedestrian travel and access to transit.	Killingsworth, NE (42nd-72nd)	\$420,000

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40053	Portland	Killingsworth, NE (33rd - Williams): Pedestrian Improvements	Design and implement streetscape and transportation improvements to increase opportunities to walk and enhance the main street character of this corridor.	Killingsworth, NE (33rd - Williams)	\$900,000
40058	Portland ODOT	MLK Jr, N (Columbia Bl - CEID): ITS	CCTV at various locations & traffic monitoring stations at Clay and Burnside.	MLK Jr, N (Columbia Bl - CEID)	\$989,115
40061	Portland	Columbia Blvd/MLK Jr & Lombard/MLK Jr, NE: Intersection Improvements	Intersection and signalization improvements with right turn lane.	Columbia Blvd/MLK Jr & Lombard/MLK Jr, NE	\$2,228,909
40065	Portland	Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements	Construct bicycle facilities, sidewalks, and crossing improvements for pedestrian and bike safety and to improve access to transit.	Prescott, NE (47th - I-205)	\$1,403,000
40068	Portland	Sandy Blvd, NE (47th - 101st): Multi-modal Improvements, Phase II	Retrofit existing street with multi-modal street improvements including bicycle facilities, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements.	Sandy Blvd, NE (47th - 101st)	\$6,481,860
40069	Portland	Sandy Blvd, NE (82nd - Burnside): ITS	Install ITS infrastructure (communication network, enhanced bus detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people more effectively	Sandy Blvd, NE (82nd - Burnside)	\$519,110
40070	Portland	Sandy Bl, NE (12th - 47th): Multi-modal Improvements	Design and implement bicycle facilities.	Sandy Bl, NE (12th - 47th)	\$500,000
40071	Portland	Skidmore, N/NE, (Interstate - Cully): Bikeway	Design and implement a neighborhood greenway.	Skidmore, N/NE, (Interstate - Cully)	\$105,330
40073	Port	Southwest Quad, NE (at 33rd): Access to PDX Properties	Provide street access from 33rd into the SW Quad property.	Southwest Quad, NE (at 33rd)	\$5,917,500
40074	Portland	Twenties Bikeway, NE/SE (Lombard - Clinton)	Design and implement a bikeway from Lombard to Crystal Springs & 45th using neighborhood greenways and bike lanes with a varying alignment along NE/SE 26th to 30th Avenues.	Between 26th and 30th Ave, NE/SE (Lombard - Clinton)	\$2,300,000
40079	Portland	Marine Dr, NE: Intersection Improvements	Intersection improvements at NE Bridgeton Rd and NE Faloma/6th.	Marine Dr, NE	\$2,035,000
40081	Port	Airport MAX, NE: Light Rail Track Realignment	Realign light rail track into airport terminal building to accommodate terminal expansion plans.	Airport MAX, NE	\$16,330,700
40082	Portland	Seventies Neighborhood Greenway, NE (Killingsworth - I-84)	Design and implement a neighborhood greenway from Thomas Cully Park to I-84 with a varying alignment along the "70s" Avenues.	70s Avenues, NE (Killingsworth - I-84)	\$1,409,019

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
40084	Portland ODOT	I-405/Kerby, N: Interchange Improvement	Improve I-405/Kerby interchange to calm traffic at off-ramp.	I-405/Kerby, N	\$515,000
40085	Port	Kenton Rail Line, NE: Additional RR Tracks	Upgrade single track to double track; new sidings; staging tracks	Kenton Rail Line, NE	\$25,400,000
40086	Portland	Halsey, NE (39th - I-205): Bikeway	Design and implement a bikeway along the NE Halsey Street corridor.	Halsey, NE (39th - I-205)	\$500,000
40091	Port	PDX PIC Pedestrian & Bicycle Improvements	Bicycle & pedestrian connection between Alderwood and Mt Hood LRT station.	Alderwood to Mt Hood LRT stations	\$1,163,835
40097	ODOT	Airport Way, NE: Braided Ramps	Braided ramps between I-205 interchange and Cascade interchange.	Airport Way, NE	\$59,000,000
40100	Portland	33rd Ramps, NE (at Columbia Bl/Lombard: New Ramps	New ramp system connecting Columbia & Lombard at 33rd.	33rd Ramps, NE (at Columbia Bl/Lombard	\$7,014,016
40102	Portland	Columbia BL, NE (60th - 82nd): Road Widening	Widen Columbia Blvd to five lanes in this segment to address a system bottleneck and improve property access.	Columbia BL, NE (60th - 82nd)	\$14,859,000
50001	Portland	Parkrose Connectivity Improvements, NE	Supplement access route for commercial properties in Parkrose by creating a loop road connection (102nd and 109th, NE, Killingsworth - Sandy; Killingsworth, NE, 109nd - 102nd) serving truck access functions, pedestrian, and bike connections.	Parkrose, NE	\$1,403,000
50003	Portland	102nd Blvd & Cherry Blossom, NE/SE (Glisan - Market): Gateway Plan District Multi-modal Improvements, Phase II	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	102nd Blvd & Cherry Blossom, NE/SE (Glisan - Market)	\$2,200,000
50004	Portland	102nd, N (Sandy - Brazee): Pedestrian Improvements	Construct sidewalks and improved crossings, install bicycle facilities, and make traffic safety improvements.	102nd, N (Sandy - Brazee)	\$720,000
50005	Portland	122nd, NE/SE (Airport Way - Powell): ITS	CCTV at various locations; changeable message signs; traffic monitoring stations.	122nd, NE/SE (Airport Way - Powell)	\$515,703
50006	Portland	122nd, NE (Sandy Dr - Prescott): Pedestrian Improvements	Construct sidewalks along existing street.	122nd, NE (Sandy Dr - Prescott)	\$120,000
50008	Portland	138th, NE (Marine Dr - Sandy): Street Improvements	Widen street and add vehicle lanes, sidewalks, and bicycle facilities.	138th, NE (Marine Dr - Sandy)	\$2,000,000
50009	Portland	148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements	Retrofit bike facilities to existing street (Airport Way - I-84) and construct sidewalk and safety improvements including signal/intersection improvements at 148th/Sandy (Airport Way-Glisan).	148th, NE (Marine Dr - Glisan)	\$2,568,893
50012	Portland	162nd Ave, NE (Sandy - Halsey): Bikeway	Design and implement separated in-roadway bicycle facilities.	162nd Ave, NE (Sandy - Halsey)	\$20,000

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50014	Portland	99th Ave & Pacific Ave, NE: Gateway Plan District Street Improvements, Ph I	Reconstruct primary local main street network in Gateway Regional Center on NE 99th from Weidler to 300' south of Glisan and NE Pacific from 97th to 102nd.	99th Ave & Pacific Ave, NE	\$4,042,500
50015	Portland	99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III	Reconstruct primary local main street in Gateway Regional Center. Phase II - 99th (Glisan - Washington). Phase III - 96th (Washington to Market).	99th & 96th, NE/SE (Glisan-Market	\$4,910,500
50016	Portland	Airport Way, NE (I-205 - 158th): ITS	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	Airport Way, NE (I-205 - 158th)	\$278,251
50018	Portland	Gateway Regional Center, NE/SE: Local Street Improvements, Phase I	High priority local street and pedestrian improvements in regional center	Gateway Regional Center, NE/SE	\$3,000,000
50019	Portland	Gateway Regional Center, NE/SE: Local Street Improvements, Phase II	High priority local street and pedestrian improvements in regional center.	Gateway Regional Center, NE/SE	\$8,418,000
50020	Portland	Gateway Regional Center, NE/SE: Local Street Improvements, Phase III	High priority local street and pedestrian improvements in regional center.	Gateway Regional Center, NE/SE	\$8,418,000
50023	Portland	Glisan St, NE (106th - 122nd): Bikeway	Design and implement bicycle facilities.	Glisan St, NE (106th - 122nd)	\$81,023
50024	Portland	Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, bike facilities, improved pedestrian facilities and crossings, and street lighting.	Glisan St, NE (I-205 - 106th)	\$3,240,930
50027	Portland	Halsey to San Rafael & 118th to 132nd, NE: Pedestrian Improvements	Improve pedestrian access to San Rafael Shopping Center including street trees.	Halsey to San Rafael & 118th to 132nd, NE	\$250,000
50028	Portland	Halsey St, NE (122nd-162nd): Pedestrian Improvements	Construct sidewalks, crossing improvements for ped travel and access to transit.	Halsey St, NE (122nd-162nd)	\$1,000,000
50030	Portland	Marine Drive/122nd, NE: Intersection Improvements	Signalize and widen dike to install left turn lane on Marine Drive.	Marine Drive/122nd, NE	\$2,361,249
50032	Portland	105th & Prescott, NE: Parkrose Pedestrian Enhancements	Construct sidewalk and crossing improvements to provide access to transit and schools.	105th & Prescott, NE	\$500,000
50033	Portland	Prescott St, NE (122nd - I-205): Bikeway	Design and implement a bikeway along the NE Prescott corridor.	Prescott St, NE (122nd - I-205)	\$1,000,000
50036	Portland	Shaver St, NE (116th to 122nd): Pedestrian Improvements	Construct sidewalks and crossing improvements for pedestrian travel and access to transit and schools.	Shaver St, NE (116th to 122nd)	\$210,000

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50037	Portland	San Rafael/Tillamook, NE (102nd - 148th): Bikeway	Design and implement a neighborhood greenway.	San Rafael/Tillamook, NE (102nd - 148th)	\$1,300,000
50038	Portland	Woodland Park, NE: Pedestrian Improvements	Construct sidewalks and crossing improvements on San Rafael (111th-122nd), Sacramento (111th-117th), & 111th (San Rafael-Sacramento) to provide access to transit & schools.	Woodland Park, NE	\$500,000
50039	Portland	Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements	Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting.	Halsey/Weidler, NE (I-205 - 114th)	\$17,014,883
50041		Marine Dr, NE:(I-205 - 122nd) Multi-Use Path	Add multi-use path along Marine Dr.	Marine Dr, NE	\$1,100,000
60004	ODOT	Bridge Ave, NW (St Helens Rd - St Helens Rd): Pedestrian/Bicycle trail at St. Johns Bridge	Construct a multi-use path along Bridge Avenue between both St Helens Rd intersections.	Bridge Ave, NW (St Helens Rd - St Helens Rd)	\$346,500
60005	Portland	Barnes/Burnside, NW: Intersection/Access Improvements	Install signal or 4-way stop near Wildwood Trail and entrance to Pittock.	Barnes/Burnside, NW	\$500,000
60006	Portland	Burnside, W (23rd - Skyline): Multi-modal Improvements	Design and implement separated in-roadway bicycle facilities. Construct and improve sidewalks, lighting, and crossings. The project will include intersection improvements at Burnside/Skyline to improve pedestrian/bicycle crossings and traffic safety.	Burnside, W (23rd - Skyline)	\$2,000,000
60007	Portland	Cornell, NW (30th - City Limits): Bikeway	Design and implement bicycle facilities.	Cornell, NW (30th - City Limits)	\$1,000,000
60008	Portland	Everett St, NW, (Broadway - 23rd): Corridor Safety Improvements	Install improved pedestrian crossing at NW Park Ave, remodel traffic signal and improve overhead signage at NW 16th Ave, and provide additional minor improvements along corridor to improve safety at high crash locations.	Everett St, NW, (Broadway - 23rd)	\$2,000,000
60009	Portland	Everett/Glisan, NW (Front - 14th & 18th - 24th): Bikeway	Design and implement bicycle facilities.	Everett/Glisan, NW (Front - 14th & 18th - 24th)	\$200,000
60012	Portland	Kittridge, NW (Bridge at Yeon): Seismic Retrofit	Seismic retrofit.	Kittridge, NW (Bridge at Yeon)	\$2,100,000
60015	Portland	Skyline, NW (Hwy 26 - City Limits): Bikeway	Widen street in order to add bicycle facilities and gravel shoulders.	Skyline, NW (Hwy 26 - City Limits)	\$8,088,812

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60023	Portland ODOT	Yeon/St. Helens, NW: ITS	CCTV at various locations; changeable signs; monitoring stations at Nicolai and Kittridge.	Yeon/St. Helens, NW	\$885,499
60024	Portland	Wildwood Trail Bridge, NW/SW	Construct pedestrian overcrossing where Burnside intersects the Wildwood Trail to eliminate at-grade crossing.	Wildwood Trail Bridge, NW/SW	\$2,126,948
60025	Portland	Fairview, SW (Kingston - City Limits): Bikeway	Design and implement bicycle facilities.	Fairview, SW (Kingston - City Limits)	\$2,000,000
60026	Portland	Champlain, SW: Viaduct Replacement10292	Replace existing viaduct with retaining wall and geofoam fill.	Champlain, SW	\$282,269
60027	Portland ODOT	23rd/Vaughn, NW: Intersection Improvements	Improve the intersection of NW 23rd & Vaughn and extend NW 20th Ave from Upshur to Thurman in accordance with the Northwest Master Plan for Con-way Site.	23rd/Vaughn, NW	\$1,540,000
60029	Mult Co Portland	Miller, NW (Stark - Cornell): Multimodal Improvements	Add bicycle and pedestrian facilities.	Miller, NW (Stark - Cornell)	\$261,000
70001	Portland	13th Ave, SE(Malden - Tacoma): Streetscape Improvements	Plan and implement streetscape and transportation improvements to increase opportunities to walk and enhance the main street character.	13th Ave, SE(Malden - Tacoma)	\$2,000,000
70005	Portland	Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements	Reconstruct street and upgrade sidewalks as necessary to meet current standards and add pedestrian/bicycle crossing improvements (Stark - Schiller). Upgrade signals and make striping changes to improve traffic safety and transit operations.	Ceasar E, Chavez., NE/SE (Sandy - Woodstock)	\$3,086,600
70006	Portland	60th Ave, NE/SE (Glisan - Belmont): Corridor Safety Improvements	Signal improvements, modifications, and realignment to improve safety at high accident locations. Includes the intersections with Belmont, Glisan, and Stark.	60th Ave, NE/SE (Glisan - Belmont)	\$380,000
70008	Portland	92nd Ave, SE (Powell - City Limits): Bicycle & Pedestrian Improvements	Construct sidewalks, crossing improvements and bicycle facilities.	92nd Ave, SE (Powell - City Limits)	\$4,910,500
70009	Portland	Belmont St, SE (25th - 43rd): Street and Pedestrian Improvements	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals. Evaluate the feasibility of bicycle facilities along the Belmont corridor.	Belmont St, SE (25th - 43rd)	\$3,240,930

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
70010	Portland	Burnside, E (28th - 82nd): Bicycle & Pedestrian Improvements	Install separated in-roadway bicycle facilities (32nd - 68th), construct traffic safety and pedestrian improvements (16th - Cesar Chavez), and improve pedestrian crossings to provide access to schools and transit (60th - 82nd).	Burnside, E (28th - 82nd)	\$500,000
70013	Portland	Division St, SE (Grand - 60th): Multi-modal Improvements, Phase I	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, access to transit, transit stops, and signals. Add separated in-roadway bicycle facilities (52nd - 60th).	Division St, SE (Grand - 60th)	\$5,848,135
70014	Portland	Division St, SE (60th - I-205): Multimodal Improvements, Phase II	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, access to transit, transit stops, and signals.	Division St, SE (60th - I-205)	\$2,806,000
70017	Portland	Ellis St, SE (92nd - Foster): Bikeway	Design and implement bicycle facilities.	Ellis St, SE (92nd - Foster)	\$648,186
70019	Portland	Flavel Dr, SE (45th - Clatsop): Multimodal Improvements	Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and separated in-roadway bicycle facilities from 52nd to Clatsop.	Flavel Dr, SE (45th - Clatsop)	\$7,294,088
70020	Portland	Flavel St, SE (82nd - 92nd): Pedestrian Improvements	Construct sidewalks and crossing improvements.	Flavel St, SE (82nd - 92nd)	\$340,000
70021	Portland	Foster Rd, SE (Powell - 90th): Pedestrian/Bicycle/Safety Improvements	Improve sidewalks, lighting, crossings, bus shelters, and benches on Foster and improve pedestrian crossings to benefit access to transit. Install separated in-roadway bicycle facilities.	Foster Rd, SE (Powell - 90th)	\$5,250,000
70024	Portland	Foster & Woodstock, SE (94th - 101th): Street Improvements, Phase II	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	Foster & Woodstock, SE (94th - 101th)	\$11,510,000
70027	Portland	Harney Dr, SE (52nd - Flavel): Bikeway	Design and implement bicycle facilities.	Harney Dr, SE (52nd - Flavel)	\$1,252,000
70028	Portland	Harold St, SE (52nd - Foster): Bikeway	Design and implement bicycle facilities.	Harold St, SE (52nd - Foster)	\$200,000
70030	ODOT	McLoughlin (99E), SE (Ross Island Bridge - Clatsop): Street Improvements	Provide access management and operational improvements from Ross Island Bridge to Harold and widen to six lanes from Harold to Tacoma.	McLoughlin (99E), SE (Ross Island Bridge - Clatsop)	\$50,000,000
70031	Portland	Holgate Bl, SE (52nd - I-205): Bikeway, Ph I	Design and implement bicycle facilities.	Holgate Bl, SE (52nd - I-205)	\$100,000
70032	Portland	Holgate Bl, SE (39th - 52nd): Street Improvements	Reconstruct pavement structure and stormwater drainage facilities, improve corner curb ramps to ADA standards, improve pedestrian crossings, and add separated in-roadway bicycle facilities.	Holgate Bl, SE (39th - 52nd)	\$10,000,000
70033	Portland	Holgate Bl, SE (McLoughlin - 39th): Bikeway, Phase II	Design and implement bicycle facilities.	Holgate Bl, SE (McLoughlin - 39th)	\$2,000,000

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
70040	Portland	McLoughlin Blvd, SE (at Ross Island Sand and Gravel signalized entrance): Brooklyn Neighborhood Access Improvements	Upgrade intersection at Ross Island Sand and Gravel entrance to accommodate safe pedestrian crossing of McLoughlin Blvd. Alternative crossing opportunities will be considered if location is found to be infeasible or unsafe.	McLoughlin Blvd, SE (at Ross Island Sand and Gravel signalized entrance)	\$330,000
70041	Portland	Milwaukie, SE (Gideon - Mall): Bicycle & Pedestrian Improvements	Design and implement streetscape and pedestrian/bike improvements.	Milwaukie, SE (Gideon - Mall)	\$350,000
70042	Portland	Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements	Design and implement streetscape and pedestrian/bike improvements.	Milwaukie, SE (Yukon - Tacoma)	\$1,403,000
70044	Portland	Mt. Scott Bl, SE (92nd - 112th): Pedestrian Improvements	Build a continuous walkway for pedestrian travel and access to transit with crossing improvements at transit stop locations.	Mt. Scott Bl, SE (92nd - 112th)	\$1,900,000
70045	ODOT Portland	Powell, SE (Ross Island Bridge - 50th): Multi-modal Improvements	Retrofit existing street with multimodal safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections and stormwater management facilities.	Powell, SE (Ross Island Bridge - 50th)	\$7,997,100
70047	Tri Met	Powell - Foster Rapid Bus, SE	Construct improvements that enhance frequent bus service along the Foster corridor.	Powell - Foster, SE	\$745,368
70049	Portland	Reedway St, SE (McLoughlin - 29th): Multi-Use Path	Construct a multi-use path from 23rd to 26th crossing McLoughlin Blvd and connecting to the McLoughlin multi-use path.	Reedway St, SE (McLoughlin - 29th)	\$1,000,000
70052	Portland	Seventies Greenstreet and Bikeway, SE (I-84 - Clatsop)	Design and implement a neighborhood greenway from I-84 to Clatsop with a varying alignment along the "70s" Avenues.	70s Avenues, SE (I-84 - Clatsop)	\$2,818,037
70053	Portland	Springwater Corridor Trail, SE (Umatilla - 19th): Trail	Construct trail-with-rail multi-use path between Umatilla and 19th to fill in the "Springwater Gap."	Springwater Corridor Trail, SE (Umatilla - 19th)	\$3,032,411
70055	Portland	Tacoma St, SE (Sellwood Bridge - McLoughlin): Multi-modal Improvements	Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations.	Tacoma St, SE (Sellwood Bridge - McLoughlin)	\$1,400,000
70057	Portland	Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for four signals.	Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek)	\$231,495
70059	Portland	Glisan St, NE (47th - I-205): Bikeway	Design and implement bicycle facilities.	Glisan St, NE (47th - I-205)	\$81,023

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
70060	Portland	92nd, SE (Stark - Lincoln): Bikeway	Design and implement bicycle facilities.	92nd, SE (Stark - Lincoln)	\$50,000
70064	Portland	Foster Rd, SE/FSE: ITS	CCTV at various locations; changeable signs; monitoring stations	Foster Rd, SE/FSE	\$145,000
70065	ODOT	McLoughlin/SE: ITS	CCTV at various locations; variable sign; monitoring stations.	McLoughlin/SE	\$250,000
80001	Portland	111th/112th Ave, SE (Market - Mt. Scott Bl): Bicycle & Pedestrian Improvements	Design and implement bicycle facilities on existing street (Market - Mt. Scott Bl) and construct sidewalks (Holgate - Mt. Scott Bl).	111th/112th Ave, SE (Market - Mt. Scott Bl)	\$2,070,127
80004	Portland	136th Ave, SE (Division - Foster): Bikeway	Improve streetscape to provide curbs, sidewalks, swales, and bicycle facilities from Division to Foster.	136th Ave, SE (Division - Foster)	\$5,000,000
80005	Portland	148th Ave, SE (Burnside - Powell): Pedestrian Improvements	Construct sidewalks, curbs, ADA ramps.	148th Ave, SE (Burnside - Powell)	\$980,000
80007	Portland	174th & Jenne Rd , SE (Foster - Powell): Multi-modal Improvements	Roadway improvements to increase safety and capacity to accommodate increased residential development. Widen roadway to 3 lanes and provide bicycle facilities and sidewalks.	174th & Jenne Rd , SE (Foster - Powell)	\$7,155,300
80008	Portland	Barbara Welch Rd, SE (Foster - City Limits): Multimodal Improvements	Widen travel lanes, improve sidewalks, and improve intersection at Foster. Design and implement bicycle facilities on existing roadway.	Barbara Welch Rd, SE (Foster - City Limits)	\$20,191,557
80009	Portland	Division St, SE (I-205 - 174th): Multimodal Improvements, Phase III	Improve sidewalks, lighting, crossings, bus shelters and benches, and bicycle facilities.	Division St, SE (I-205 - 174th)	\$5,710,912
80010	Portland	Foster Rd, SE (102nd - Foster Pl): Pedestrian Improvements		Foster Rd, SE (102nd - Foster Pl)	\$1,403,000
80011	Portland	Foster Rd, SE (136th - Jenne): Multi-modal Improvements	Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalks, crossing improvements, and drainage. Reconstruct Foster/162nd intersection.	Foster Rd, SE (136th - Jenne)	\$16,963,756
80012	Portland	Holgate Bl, SE (92nd - 142nd): Pedestrian Improvements	Construct sidewalks and crossing improvements to facilitate pedestrian travel and access to transit. Provide bicycle facilities (122nd - 136th).	Holgate Bl, SE (92nd - 142nd)	\$1,260,000
80014	Portland	Mill Park Pedestrian Improvements, SE	Construct sidewalks & crossing improvements to improve pedestrian travel and access to transit and schools on Market (96th - 112nd), 101st (Market - Division), 117th (Stark - Division).	Mill Park, SE	\$1,185,000
80015	ODOT	Powell, SE (99th - 174th): Multi-modal Improvements	Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	Powell, SE (99th - 174th)	\$66,551,572

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
80016	Portland	Powellhurst/Gilbert Pedestrian Improvements, SE	Construct sidewalks & crossing improvements to enhance pedestrian travel and access to transit and schools on Harold (102nd-128th), 122nd (Bush-Harold), 110th (Harold-Foster); 103rd/104th (Powell-Foster).	Powellhurst/Gilbert, SE	\$1,473,288
80017	Portland	Stark, SE (111th - City Limits): Bicycle and Pedestrian Improvements	Construct sidewalks and crossing improvements and provide separated in-roadway bicycle facilities.	Stark, SE (111th - City Limits)	\$243,070
80018	Portland	Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements	Implement Gateway regional center plan with boulevard design retrofit including new traffic signals, improved pedestrian facilities and crossings, and street lighting.	Stark & Washington, SE (92nd - 111th)	\$6,157,767
80020	Portland	Market/Mill/Main, SE (72nd - 175th): Bikeway	Design and implement a neighborhood greenway.	Market/Mill/Main, SE (72nd - 175th)	\$600,000
80021	Portland Clackamas Co	Clatsop, SE (Deardorf/132nd - 162nd): Multimodal Improvements	Multimodal improvements based on PV Implementation Plan.	Clatsop, SE (Deardorf/132nd - 162nd)	\$2,000,000
80022	ODOT	I-205, SE (Division - Powell Blvd): Interchange Improvements	Add full access ramps to I-205 at Powell.	I-205, SE (Division - Powell Blvd)	\$12,000,000
80023	Portland	162nd/Clatsop, SE: Intersection Improvements	Install signal at intersection.	162nd/Clatsop, SE	\$250,000
80024	Portland Gresham	Clatsop, SE (162nd - City Limits): Street Extension	Extend street east into PV based on PV Implementation Plan.	Clatsop, SE (162nd - City Limits)	\$4,202,582
80025	Portland Gresham	Foster Rd, SE (162nd - Giese Rd): Multimodal Street Improvements	Multimodal improvements based on PV Implementation Plan.	Foster Rd, SE (162nd - Giese Rd)	\$2,525,400
80026	Portland	162nd, SE (Foster Rd - Clatsop): Street Improvements	Multimodal improvements based on PV Implementation Plan.	162nd, SE (Foster Rd - Clatsop)	\$7,000,000
90001	Portland	12th, Broadway, Cardinell & Davenport, SW (Montgomery - Vista): Bikeway	Design and implement bicycle facilities.	12th, Broadway, Cardinell & Davenport, SW (Montgomery - Vista)	\$4,508,000
90002	Portland	19th, SW (Barbur - Spring Garden): Bicycle and Pedestrian Improvements	Design and implement bicycle and pedestrian facilities.	19th, SW (Barbur - Spring Garden)	\$200,000
90003	Portland	25th Ave & Kanan, SW (23rd - B-H Hwy): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit.	25th Ave & Kanan, SW (23rd - B-H Hwy)	\$450,000

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
90004	Portland	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	Construct a walkway for ped travel and access to transit and install street lighting.	26th Ave, SW (Spring Garden - Taylors Ferry)	\$350,000
90005	Portland	30th Ave, SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements	Design and implement bicycle facilities, construct sidewalks, and improve the pedestrian crossing at Beaverton-Hillsdale Hwy & 30th.	30th Ave, SW (Vermont to B-H Hwy)	\$1,839,333
90006	Portland	35th Ave, SW (Vermont - Barbur): Bicycle & Pedestrian Improvements	Add bike facilities (Vermont - Barbur), sidewalks, and crossing improvements (Multnomah - Barbur).	35th Ave, SW (Vermont - Barbur)	\$690,000
90007	Portland	35th Ave, SW (Taylors Ferry - Stephenson): Bicycle & Pedestrian Improvements	Add bicycle facilities (Taylors Ferry - Stephenson), sidewalks, crossing improvements, and median islands (Taylors Ferry - Dickinson) to improve safety.	35th Ave, SW (Taylors Ferry - Stephenson)	\$1,570,000
90009	Portland	48th/Alfred, SW (Taylors Ferry - 55th): Bikeway	Design and implement bicycle facilities.	48th/Alfred, SW (Taylors Ferry - 55th)	\$500,000
90011	Portland	55th/Pasadena/ Pomona, SW (Taylors Ferry - Barbur): Bikeway	Design and implement bicycle facilities.	55th/Pasadena / Pomona, SW (Taylors Ferry - Barbur)	\$2,000,000
90012	Portland	61st/62nd, SW (Taylors Ferry - Pomona): Bikeway	Design and implement bicycle facilities.	61st/62nd, SW (Taylors Ferry - Pomona)	\$1,000,000
90013	Portland	Arnold, SW (Boones Ferry - 35th): Bicycle & Pedestrian Improvements	Design and implement bicycle and pedestrian facilities.	Arnold, SW (Boones Ferry - 35th)	\$3,479,000
90014	Portland ODOT	Barbur Blvd, SW: ITS	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow.	Barbur Blvd, SW	\$550,000
90016	Portland	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks.	Barbur Blvd, SW (3rd - Terwilliger)	\$4,000,000
90017	Portland ODOT	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhanced transit access and stop locations, traffic signal at Barbur/30th, and bicycle facilities (Bertha - City Limits).	Barbur Blvd, SW (Terwilliger - City Limits)	\$24,833,100
90019	Portland	Beaverton-Hillsdale Hwy, SW: ITS	CCTV at Terwilliger, Berth, shattuck; changeable signs.	Beaverton-Hillsdale Hwy, SW	\$315,675
90020	Portland	Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements	Improve streetscape to include better sidewalks, crossings, and other improvements to enhance access to transit.	Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th)	\$3,565,023

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
90022	Portland	Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements	Design and implement bicycle facilities on Bertha Blvd (Vermont-B-H Hwy), construct walkway for pedestrian travel and access to schools (Barbur-B-H Hwy); and improve street to City standards (Vermont-Capitol).	Bertha, SW (B-H Hwy - Barbur)	\$2,104,500
90023	Portland	Boones Ferry Rd, SW (Terwilliger - City Limits): Bikeway	Design and implement bicycle facilities.	Boones Ferry Rd, SW (Terwilliger - City Limits)	\$7,015,000
90024	Portland	Broadway Dr, SW (Sherwood - Grant): Pedestrian Improvements	Construct a sidewalk and crossing improvements.	Broadway Dr, SW (Sherwood - Grant)	\$1,100,000
90025	Portland	Cameron Rd, SW (45th - Shattuck): Multi-modal Improvements	Design and implement bicycle facilities, construct sidewalks, and provide safety improvements at the Cameron/Shattuck intersection.	Cameron Rd, SW (45th - Shattuck)	\$3,068,000
90026	Portland	Capitol Hwy, SW (Multnomah Bl - Taylors Ferry): Bicycle & Pedestrian Improvements	Replace existing roadway and add sidewalks, improved crossings, bike lanes, and green stormwater features.	Capitol Hwy, SW (Multnomah Bl - Taylors Ferry)	\$19,100,000
90027	Portland	Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements	Complete curb extensions and medians recommended in the Capitol Hwy Plan.	Capitol Hwy, SW (West Portland Town Center - 49th)	\$1,403,000
90028	Portland	Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements	Redesign intersection to improve safety.	Beaverton-Hillsdale /Bertha/Capitol Hwy, SW	\$1,403,000
90029	Portland	Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	Capitol Hwy, SW (Terwilliger - Sunset)	\$1,403,000
90031	Portland	Dosch Rd, SW (Patton - B-H Hwy): Bicycle & Pedestrian Improvements	Design and implement bicycle and pedestrian facilities.	Dosch Rd, SW (Patton - B-H Hwy)	\$5,745,000
90033	Portland	Garden Home Rd, SW (Capitol Hwy - Multnomah): Multi-modal Improvements	Reconstruct road to three lanes with signal improvements at Multnomah intersection, drainage, bike lanes, sidewalks and curbs.	Garden Home Rd, SW (Capitol Hwy - Multnomah)	\$1,931,033
90034	Portland	Hamilton St, SW (Dosch - Scholls Ferry): Bicycle & Pedestrian Improvements	Design and implement bicycle facilities and construct sidewalks to provide access to transit and schools.	Hamilton St, SW (Dosch - Scholls Ferry)	\$12,420,360
90038	Portland	Humphrey Bl, SW (Patton - Scholls Ferry): Bicycle & Pedestrian Improvements	Construct bicycle facilities and sidewalks.	Humphrey Bl, SW (Patton - Scholls Ferry)	\$4,000,000

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
90043	Portland	Lancaster Rd, SW (Taylors Ferry - Stephenson): Pedestrian Improvements	Construct pedestrian facilities.	Lancaster Rd, SW (Taylors Ferry - Stephenson)	\$1,000,000
90044	Portland	43rd & Lee, SW: Pedestrian Bridge & Path	Construct a bridge and path to connect SW Lee to SW 43rd within the existing ROW.	43rd & Lee, SW	\$90,000
90046	Portland	Macadam, SW (Bancroft - Sellwood Br): ITS	CCTV at various locations; variable sign; monitoring station.	Macadam, SW (Bancroft - Sellwood Br)	\$401,794
90047	Portland	Macadam, SW (Bancroft - County line): Multi-modal Improvements	Improve pedestrian and bicycle crossings of Macadam and connections to the Willamette Greenway Trail.	Macadam, SW (Bancroft - County line)	\$1,000,000
90048	Portland ODOT	Pedestrian Overpass near Markham School, SW	Construct pedestrian path and bridge over Barbur Bl and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	Between Alfred and 52nd, SW	\$4,861,395
90049	Portland	Marquam Hill, SW (13th/Gibbs - 11th/Curry): Pedestrian Improvements	Construct a walkway and crossing improvements.	Marquam Hill, SW (13th/Gibbs - 11th/Curry)	\$1,000,000
90050	Portland	Multnomah Bl, SW (Barbur - 45th): Street Improvements	Reconstruct street to urban standards including curb, sidewalks, storm sewers and upgraded street lights.	Multnomah Bl, SW (Barbur - 45th)	\$4,225,000
90051	Portland	Nevada St/Ct, SW: Path & Stair/Bridge	Construct a path and bridge over Stevens Creek to connect Nevada Ct to Capitol Hill Road & Bertha Blvd at Chestnut.	Nevada St/Ct, SW	\$400,000
90052	Portland Mult Co	Palatine Hill Rd, SW (Boones Ferry - City Limits): Bikeway	Design and implement bicycle facilities.	Palatine Hill Rd, SW (Boones Ferry - City Limits)	\$10,000,000
90053	Portland	Palatine St, SW (27th - Lancaster): Street Extension	Complete neighborhood collector to provide multi-modal access to Lancaster Rd.	Palatine St, SW (27th - Lancaster)	\$672,228
90054	Portland	Patton Rd, SW (Vista - Scholls Ferry): Bicycle & Pedestrian Improvements	Construct bikeway (Vista - Scholls Ferry) and walkway (Homar to Shattuck).	Patton Rd, SW (Vista - Scholls Ferry)	\$1,220,000
90055	Portland	Pomona St, SW (35th - Barbur): Bicycle & Pedestrian Improvements	Provide bicycle facilities (35th - Capitol) and sidewalks (35th - Barbur).	Pomona St, SW (35th - Barbur)	\$2,700,000
90059	Portland	Shattuck Rd, SW (Patton - Vermont): Bicycle & Pedestrian Improvements	Provide bicycle facilities and sidewalks.	Shattuck Rd, SW (Patton - Vermont)	\$6,405,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
90060	Portland	South Portland Improvements	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge. This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	Natio Pkwy, SW	\$39,695,079
90061	Portland	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bicycle and Pedestrian Improvements	Provide bicycle facilities on existing street and construct pedestrian facilities.	Spring Garden, SW (Taylors Ferry - Capitol Hwy)	\$4,165,000
90062	Portland	Stephenson, SW (Boones Ferry - 35th): Multi-modal Improvements	Design and implement bicycle and pedestrian facilities. Improve safety at the Stephenson & Boones Ferry intersection.	Stephenson, SW (Boones Ferry - 35th)	\$2,374,408
90063	Portland	Sunset Bl, SW (Dosch - Capitol): Bicycle & Pedestrian Improvements	Construct bicycle facilities, sidewalks, and crossing improvements.	Sunset Bl, SW (Dosch - Capitol)	\$ 1,683,600
90064	Portland	Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	Provide bicycle facilities, including shoulder widening and drainage, and construct sidewalk for access to transit (40th - 60th).	Taylors Ferry, SW (Capitol Hwy - City Limits)	\$4,400,000
90065	Portland	Taylors Ferry, SW (Macadam - 35th): Bicycle & Pedestrian Improvements	Widen shoulder in uphill direction on SW Taylors Ferry Rd from Macadam to Terwilliger to provide bicycle climbing lane and stripe bike lanes from Terwilliger to 35th. Construct sidewalks for pedestrian travel and access to transit.	Taylors Ferry, SW (Macadam - 35th)	\$1,800,000
90066	Portland Mult Co	Terwilliger, SW, (Troy - County line): Pedestrian Improvements	Provide pedestrian improvements including missing sidewalks and improved pedestrian crossings at Lewis & Clark and Maplecrest.	Terwilliger, SW, (Troy - County line)	\$1,280,000
90067	Portland	Vermont St, SW, (30th - Oleson): Bicycle and Pedestrian Improvements	Add bicycle facilities to existing street (30th - Oleson), construct sidewalk (37th - Shattuck), and redesign intersection at 25th.	Vermont St, SW, (30th - Oleson)	\$7,909,800
90068	Portland	West Portland Town Center, SW: Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters, and benches on Barbur, Capitol Hwy, and surrounding neighborhood streets.	West Portland Town Center, SW	\$7,015,000
90069	Portland	Barbur/Capitol/Huber /Taylors Ferry, SW: Intersection Improvements	Construct safety improvements for all modes at the intersection of Capitol Hwy, Taylors Ferry, Huber, and Barbur, including possible modifications to the I-5 ramps. This project will be coordinated with ODOT because it is within the interchange influence area.	Barbur/Capitol /Huber/Taylors Ferry, SW	\$40,000,000

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Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
90070	Portland	Capitol Hwy, SW (Vermont - Florida): Intersection Improvements	Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	Capitol Hwy, SW (Vermont - Florida)	\$1,898,314
90071	Portland Mult Co	Willamette Greenway, SW: Trail Extension	Extend Greenway Trail from Sellwood Bridge to the County line.	Willamette Greenway, SW	\$500,000
90072	Portland	Capitol Hwy & Lesser, SW (49th - Kruse Ridge): Bicycle & Pedestrian Improvements	Add bicycle facilities to existing roadway and construct sidewalks.	Capitol Hwy & Lesser, SW (49th - Kruse Ridge)	\$1,400,000
90073	Portland	Dolph Ct, SW (26th - Capitol Hwy): Pedestrian Improvements	Construct a walkway.	Dolph Ct, SW (26th - Capitol Hwy)	\$640,000
90075	Portland	35th and Stephenson, SW: Pedestrian Improvements	Construct a walkway for pedestrian travel and access to schools on 35th (Stephenson- Dickenson) and on Stephenson (27th - 35th).	35th and Stephenson, SW	\$850,000
90077	ODOT	Capitol Hwy, SW (Barbur): Ramp Seismic Retrofit	Seismic retrofit.	Capitol Hwy, SW (Barbur)	\$1,039,000
90078	Mult Co/Portland	Scholls Ferry, SW (Humphrey - County line): Multimodal Improvements	Add bicycle and pedestrian facilities; intersection improvements at Patton.	Scholls Ferry, SW (Humphrey - County line)	\$2,300,000
90079	Mult Co/Portland	55th Dr, SW (South of Patton Road): Pedestrian Improvements	Add sidewalks to both sides of street.	55th Dr, SW (South of Patton Road)	\$211,000
102040	Portland	Gateway Regional Center, Local and Collector Streets, Phase 2	High priority local and collector streets and pedestrian improvements in the Gateway Regional Center.	Gateway Regional Center, E	\$32,648,540
102050	Portland	Gateway Regional Center, Local and Collector Streets, Phase 1	High priority local and collector streets and pedestrian improvements in the Gateway Regional Center.	Gateway Regional Center, E	\$4,209,000
102290	Portland	Saint Johns Truck Strategy Implementation phase II	Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave.	Saint Johns, N	\$3,345,990
102340	Portland	Columbia Slough Trail Gaps	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Landfill to Pier Park; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to approx. NE 128th; NE 145th to 158th, Peninsula Canal, Cross-Levee, Delta Park Trail.	Columbia Slough Trail, N/NE	\$8,460,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
103540	Portland	Fanno Creek Greenway (Red Electric) Trail	Provide east-west route for pedestrians and cyclists in SW Portland that connects the existing Fanno Creek Greenway Trail to Willamette Park.	Fanno Creek Greenway (Red Electric) Trail	\$17,653,000
105420	Portland	Foster Rd. Improvements (162 - Jenne)	Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate.	Foster Rd. Improvements (162 - Jenne)	\$3,014,698
108570	Portland	Jenne/Foster	Modify the intersection to improve traffic safety and operations. Evaluate adding a second EB left turn lane from Foster to Jenne.	Jenne/Foster	\$540,780
108580	Portland	174th/Powell	Modify the intersection to improve traffic safety and operations.	174th/Powell	\$1,860,824
110910	Portland /Port	Columbia Blvd./I-205 Interchange: SB On-Ramp Improvement	Widen the southbound on-ramp to three lanes, including for one for Freight and HOV use.	Columbia Blvd./I-205 Interchange	\$750,000
111020	Portland	Streetcar Extension to Hollywood via Sandy Blvd or Broadway/Weidler	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District/Central Eastside to Hollywood Town Center. The new extension intended to provide streetcar service from Northwest Portland to Hollywood.	Sandy Blvd or Broadway/Weidler, NE	\$70,000,000
111330	Portland	St. Johns Truck Strategy Implementation Phase III	Addresses pedestrian safety, bicycle safety and neighborhood livability impacts associated with cut-through truck traffic on N. Fessenden St. The project will construct pedestrian crossing safety and traffic calming improvements, such as curb extensions and median islands.	St. Johns, N	\$1,000,000
111970	Portland	Swan Island Active Transportation Access and Mobility Improvements	Improve access and mobility on Swan Island by constructing the recommended bikeway and trail network.	Swan Island, N	\$9,000,000
111980	Portland	Portland-Milwaukie Light Rail Active Transportation Enhancements Project	Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	Portland-Milwaukie Light Rail, SE	\$8,000,000
113160	Portland	Lents Town Center Active Transportation Demonstration Project	Expand from existing 26 miles of developed bikeway to 53 miles, including improvements of existing facilities. Construct 4 miles of new sidewalks and undertake encouragement programs in support of new infrastructure.	Lents Town Center, SE	\$57,000,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
113180	Portland	MLK (Broadway Killingworth) Streetcar Corridor	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District to NE Portland. The new extension intended to provide streetcar service from South Waterfront District to Northeast Portland neighborhoods.	MLK (Broadway-Killingworth)	\$65,000,000
113190	Portland	NW 18th/19th (Saiver/Thurman) Streetcar Corridor)	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension to Con-Way and NW Portland.	NW 18th/19th (Saiver/Thurman)	\$35,000,000
113200	Portland	NE 60th & Glisan LRT Station Area	Implement pedestrian and bicycle improvements in the 60th Ave MAX Station Area.	NE 60th & Glisan LRT Station Area	\$7,570,723
113230	Portland	Sullivan's Gulch Trail, Phase 1	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Eastbank Esplanade to NE 21st Ave.	Sullivan's Gulch Trail, NE	\$7,700,000
113240	Portland	Barbur Bridges	Reconstruct existing viaducts. Include bicycle and pedestrian facilities on or parallel to the structures.	Barbur Blvd, SW	\$32,000,000
113610	Portland	Portland Bike Share	Design and implement a bike share system.	Citywide	\$4,690,000
115590	Portland	NE Halsey Safety Improvements (40th - 92nd)	Make safety improvements including pedestrian/bicycle crossings, left turn pockets, and improved signal timing.	NE Halsey Safety Improvements (40th - 92nd)	\$150,000
115600	Portland	Central City Multimodal Safety Improvements	Identify, prioritize, and implement multimodal safety improvements in the Portland Central City. Includes preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the Tilikum Bridge and the South Waterfront neighborhood.	Central City	\$6,616,200
115610	Portland	South Rivergate Freight	Make roadway improvements and evaluate alternatives to resolve rail blockages, and reconstruct the N Lombard/Rivergate intersection to accommodate truck turning movements. Install ITS communication infrastructure including advance notification systems for rail blockage and CCTV cameras to monitor truck and rail traffic in the South Rivergate Industrial District	Rivergate, N	\$3,552,899
115620	Portland	Swan Island ITS	Improve signal timing to improve access to and from Swan Island Industrial area.	Swan Island, N	\$551,350
115640	Portland	Barbur Demonstration Project 19th Ave. to 26th Ave.	The project will make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists along SW Barbur Boulevard.	Barbur (19th Ave. - 26th Ave)	\$2,100,000

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
115670	Portland	Downtown I-405 Pedestrian Safety and Operational Improvements	Improve pedestrian and bike access from NW Portland to Central City across I-405. Improves traffic operations for I-405 off-ramp.	Central City	\$2,240,000
115690	Portland	Willamette Greenway Trail/Chimney Park	Construct a pedestrian/bicycle bridge over Columbia Blvd and adjacent connections. Connects North Portland Greenway Trail segments 1 and 2.	Willamette Greenway Trail/Chimney Park, N	\$2,612,381
115700	Portland	Columbia/Alderwood	Improve traffic operations and freight mobility on Columbia Blvd. between Cully and Alderwood.	Columbia/Alderwood, N	\$5,527,534
115710	Portland	Barbur/99W Corridor Safety and Access to Transit	This project makes improvements for safety, access to transit, and transit operations in the Barbur-99W corridor.	Barbur/99W, SW	\$3,605,001
115720	Portland	Powell-Division Safety and Access to Transit	This project makes improvements for safety, access to transit and transit operations in the Powell and Division corridors.	Powell-Division, SE	\$2,800,000
116320	Portland /Port	North Hayden Island Drive	Reconstruct North Hayden Island Drive from the Burlington Northern Rail Bridge to the I-5 Hayden island Interchange.	North Hayden Island Drive, N	\$12,350,000
116330	Portland Gresham	Gresham Fairview Trail Phase V	Multi-use path on 185th from Sandy to Marine drive	Gresham Fairview Trail, NE	\$1,000,000
116340	Portland	9th Ave Neighborhood Greenway NE	Design and implement a neighborhood greenway along 7th Ave and/or 9th Ave through NE Portland and the Lloyd District.	9th Ave, NE	\$700,000
116350	Portland	9th Ave Neighborhood Greenway SE	Design and implement a neighborhood greenway along 9th Ave through the Central Eastside Industrial District.	9th Ave, SE	\$700,000
116360	Portland	NE Multnomah multi-modal improvements	Construct permanent improvements to the NE Multnomah protected bikeway.	Multnomah, NE	\$1,000,000
116380	Portland	Capitol Highway Safety Improvements	Make safety improvements including pedestrian/bicycle crossings, left turn pockets, and improved signal timing.	Capitol Highway, SW	\$150,000
116390	Portland	Johns Landing Streetcar	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Portland to Johns Landing.	Johns Landing, SW	\$80,000,000
116400	Portland	North Portland Greenway Segment 1	Build a multi-use trail connecting Kelley Point Park to N Columbia Blvd at Chimney Park.	North Portland Greenway, N	\$9,559,102
116410	Portland	North Portland Greenway Segment 2	Build a multi-use trail connecting Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and St Johns.	North Portland Greenway, N	\$2,083,874
116420	Portland	North Portland Greenway Segment 3	Build a multi-use trail connecting the Cathedral Park with Swan Island via University of Portland and Willamette Cove.	North Portland Greenway, N	\$14,787,630

LIST OF SIGNIFICANT PROJECTS

Map ID	Lead Agency	Project Title	Project Description	Location	Rough Cost Estimate (2013-2033)
116430	Portland	North Portland Greenway Segment 4	Build a multi-use trail connecting Waud Bluff Trail to N Going Street through Swan Island.	North Portland Greenway, N	\$5,256,420
116440	Portland	North Portland Greenway Segment 5	Build a multi-use trail along the Albina Yard connecting Swan Island to the Rose Quarter.	North Portland Greenway, N	\$7,306,910
116460	Portland	NE Broadway Multi-modal improvements (Broadway Bridge - 42nd)	Construct a protected bikeway and enhanced pedestrian/bicycle crossings.	Broadway (Broadway Bridge - 42nd), NE	\$3,500,000

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2035 Comprehensive Plan Proposed Draft

Comprehensive Plan Map

July 2014

Portland's Comprehensive Plan Update
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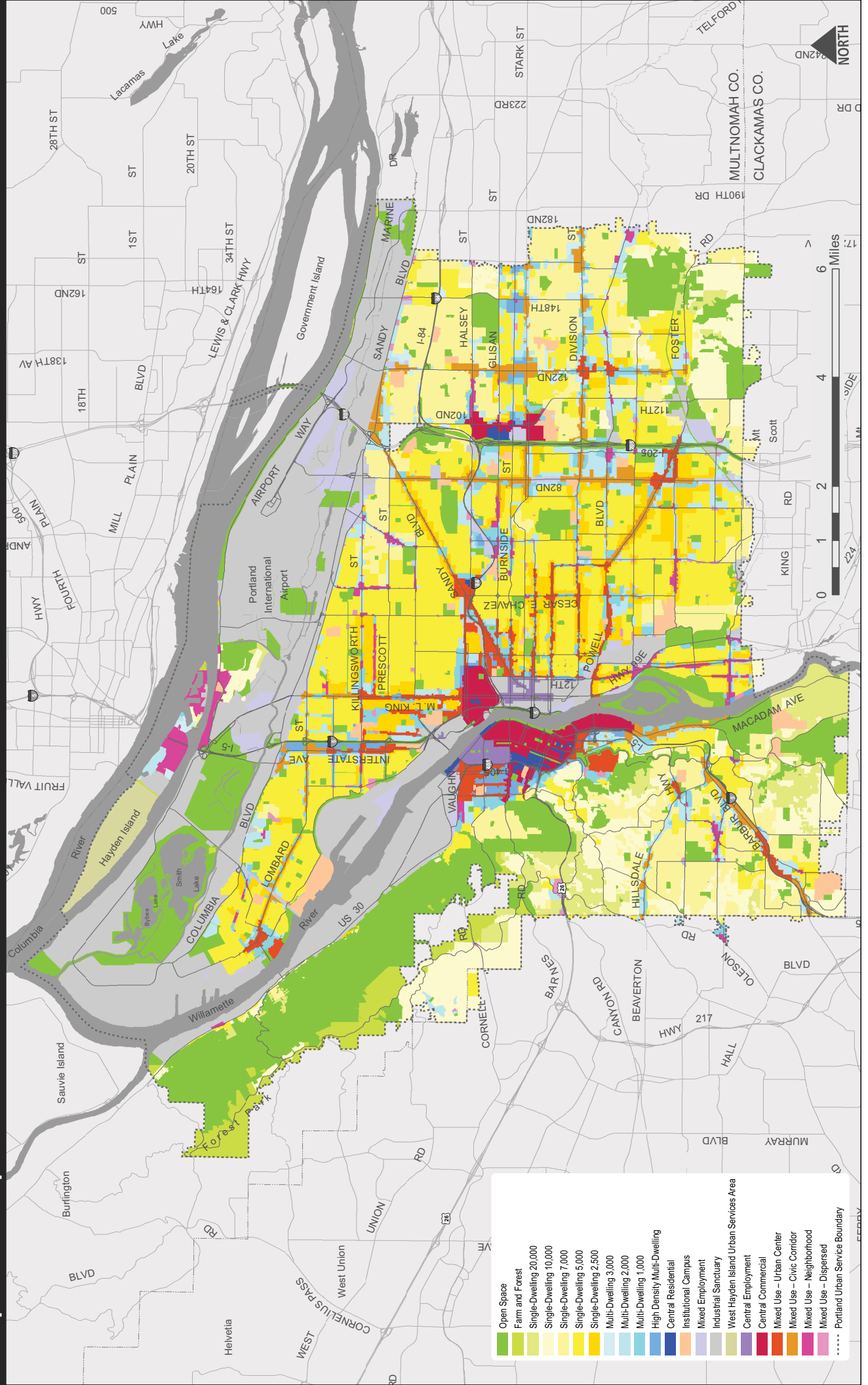


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City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Proposed Comprehensive Plan



- Open Space
- Farm and Forest
- Single-Dwelling 20,000
- Single-Dwelling 10,000
- Single-Dwelling 7,000
- Single-Dwelling 5,000
- Single-Dwelling 2,500
- Multi-Dwelling 3,000
- Multi-Dwelling 2,000
- Multi-Dwelling 1,000
- High Density Multi-Dwelling
- Central Residential
- Institutional Campus
- Mixed Employment
- Industrial Sanctuary
- West Hayden Island Urban Services Area
- Central Employment
- Central Commercial
- Mixed Use - Urban Center
- Mixed Use - Civic Corridor
- Mixed Use - Neighborhood
- Mixed Use - Dispersed
- Portland Urban Service Boundary



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Glossary

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Glossary

The Comprehensive Plan uses clear, everyday language as much as possible. Words and terms in the glossary have the specific meaning stated below when used in the Comprehensive Plan, unless the context clearly indicates another meaning. Words not included in this Glossary are defined by their dictionary meaning, or in some cases, by their meaning in state or federal law.

Accountability: The ability to identify and hold public officials responsible for their actions.

Access: 1) The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to ½ mile) that is free from physical barriers for those with limited mobility. 2) Providing a wide variety of information and involvement opportunities, activities, and settings as part of meaningful community engagement in public decision-making.

Accessory dwelling unit: A second dwelling unit on a lot with a house, attached house, or manufactured home. The second unit is created auxiliary to, and is always smaller than, the house, attached house, or manufactured home. The unit includes its own independent facilities including provisions for sleeping, cooking, and sanitation, and is designed for occupancy by one or more people independent of the primary dwelling unit.

Active transportation: Transportation that involves physical activity, including walking, biking, and using transit.

Adaptive management: A dynamic planning and implementation process that applies scientific principles, methods, and tools to incrementally improve management activities. Management strategies change as decision makers learn from experience and better information, and as new analytical tools become available. Adaptive management can involve frequent modification of planning and management strategies, goals, objectives, and benchmarks.

Adopt: This directs the City to adopt a specific plan or regulation.

Affordable housing: Housing that serves extremely low, very low, and low-income households. In determining affordability, the cost of housing, utilities, and transportation are considered. The U.S. Department of Housing and Urban Development (HUD) defines “affordable” as housing that costs no more than 30 percent of a household’s monthly income.

Aggregate resources: Naturally occurring concentrations of stone, rock, sand and gravel, decomposed granite, lime, pumice, cinders and other naturally occurring solid materials used in road building.

Archaeological resource: Part of the physical record of an indigenous or other culture. Archaeological resources are material remains of past human life or activity, including, but not limited to, monuments, symbols, tools, facilities, technological by-products, and dietary by-products. As defined under state law, archaeological objects are more than 75 years old.

Asset management: The continuous cycle of asset inventory, condition, and performance assessment that aims to provide cost-effective provision of a desired level of service for physical assets. Asset management includes planning, design, construction, maintenance, operation, rehabilitation, and replacing assets on a sustainable basis, while considering social, economic, and environmental impacts.

Best practice: An activity that has proven its effectiveness in multiple situations and may have applicability in other situations.

Bird-friendly building design: Structural design approaches that reduce the risk of mortality or harm to resident and migratory birds. Approaches may include window and building façade treatments that deter bird strikes (such as patterned glass or reduced exterior glass), exterior and interior lighting designs that direct light downward or otherwise avoid light spill, and turning lights off at night during specified periods.

Brownfield: Real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Carbon emissions: Carbon dioxide and other greenhouse gas equivalents from the mining and use of fossil fuels in homes, industry, business, transportation, and electricity generators.

Centers: Places with concentrations of commercial and community services, housing, gathering places, and transit connections. Centers provide services to surrounding neighborhoods and are intended to be enhanced as places because they are a focus of housing and job growth. There are four types of centers with varying functions, levels of activity, and scales and intensities of development:

- **Central City:** Corresponds to the Central City plan district, which serves as the region's premier center, anchoring an interconnected system of centers.
- **Gateway Regional Center:** Corresponds to the Gateway plan district, East Portland's largest center, which is intended to be enhanced as an employment and community service hub within the area and region.
- **Town Centers:** Large centers that serve a broad area of the city and have an important role in accommodating growth. They provide a full range of commercial and community services, high-density housing, mid-rise commercial and mid-rise mixed-use buildings (typically up to five to seven stories in height), are served by high-capacity transit connections, and have a substantial employment component. Town Centers provide housing opportunities for enough population to support a full-service business district.
- **Neighborhood Centers:** Centers that primarily serve adjacent neighborhoods and provide opportunities for additional housing and low- to mid-rise commercial and mixed-use buildings (typically up to three to five stories in height). They provide a range of local commercial and community services and transit connections. Neighborhood

Centers provide housing opportunities for about half the population needed to support a neighborhood business district.

Centers and corridors: When used together, “centers and corridors” refers generally to places where development is concentrated, including the Central City and the Gateway Regional Center, Town Centers, and Neighborhood Centers, and along Civic Corridors and Neighborhood Corridors, and at Transit Station Areas.

City: City is capitalized when it refers specifically to City of Portland government. When it is used to designate a geographic area it is not capitalized.

City Greenways: A system of distinctive pedestrian- and bicycle-friendly green streets and trails, enhanced by lush tree canopy and landscaped stormwater facilities that support active living by expanding recreational opportunities and making it easier and more attractive to reach destinations across the city. City Greenways are a network that includes the following types of infrastructure:

1. Enhanced greenway corridors are distinctive green streets with extensive tree canopy and landscaped stormwater facilities that provide connections between major centers, schools, parks, natural areas, and the rivers.
2. Trails are often located along rivers or through natural areas, providing pedestrian and bicycle connections.
3. Heritage parkways are iconic streets or segments of streets with elements such as linear parkways, scenic views, and distinctive landscaping or street design.
4. Neighborhood greenways are an extensive network of streets with low volumes of motor vehicle traffic that are prioritized for bicycles and pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.

Clustered housing/clustered services: This is a non-traditional housing model that refers to housing that is built, planned, or organized to offer long-term living services. Housing options range from cottages to multi-unit high rises and can be on single lots or campus settings. In most cases the service provider, rather than the housing provider, is responsible for delivery of services.

Cohousing: This is a non-traditional housing model that is designed to foster an intentional community and cooperation, while preserving independence. Cohousing combines the autonomy of private dwellings with the advantages of community living by clustering private residences near shared facilities. The members typically design and manage all aspects of their community.

Community: A group of people with a shared sense of identity or belonging.

Complete neighborhood: A neighborhood where people have safe and convenient access to the goods and services needed in daily life, which include a variety of housing options, grocery stores and other commercial services, high-quality public schools, and parks. Complete neighborhoods are also easily accessible by foot, wheelchair, bike, and transit for people of all ages and abilities.

Complete streets: Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places and to enable safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit riders.

Conflict with: Incompatible or irreconcilable with.

Consider: Take into account when planning or making decisions.

Continue: Persist in an activity or process.

Coordinate: Work together with others toward a common goal; collaborate.

Corridor: An area that may be a single major street, or a broad mobility corridor that provides connections for a range of transportation modes (transit, pedestrians, cyclists, freight, motor vehicles, and so forth), not necessarily on the same street. There are three types of corridor:

- **Civic Corridor:** These are a prioritized subset of the city's most prominent transit and transportation streets. They connect centers, provide regional connections, and include segments where commercial development and housing are focused. Civic Corridors are intended to continue their important transportation functions while providing livable environments for people, and evolving into distinctive places that are models of ecological design.
- **Neighborhood Corridor:** Main streets that connect neighborhoods with each other and to other parts of the city. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are streets that include a mix of commercial and higher-density housing development. They have less intense development and transportation function than Civic Corridors.
- **Freight Corridor:** Primary routes into and through the city that support Portland as an important West Coast hub and a gateway for international and domestic trade. These facilities are integral to the growth of traded sector businesses such as manufacturing, warehousing, and distribution industries.

Cost burdened households: According to the U.S. Department of Housing and Urban Development (HUD), any household that spends more than 30% of its income on housing is categorized as a “cost burdened household.” Because they are burdened by housing costs, such households may have difficulty affording other necessities such as food, clothing, transportation, and medical care.

Critical infrastructure: Systems that are essential for the functioning of society and the economy, including energy generation, transmission and distribution; telecommunications; water supply and wastewater; transportation systems; public health; and security and emergency response services.

Cultural resource: Aspects of cultural systems that contain significant information about a culture. These resources include, but are not limited to, districts, sites, buildings, structures, and objects that are associated with people, cultures, and human activities and events, either in the present or in the past.

Design: Determine the shape or configuration of something. This verb is used for physical outcomes for which the City will establish parameters for plans and through implementation.

Discourage: To try to deter or prevent from happening.

Displacement: Households or businesses involuntarily forced to move from a neighborhood because of increasing market values, rents, or changes in the neighborhood’s ability to meet basic needs in the case of households or erosion of traditional client base in the case of businesses.

Ecodistricts: Areas, typically located in centers, where energy, water, and resource efficiency approaches are undertaken at a district scale, sometimes including district energy systems and other shared systems.

Ecological function: The physical, chemical, and biological functions of a watershed such as flow conveyance and storage, channel dynamics, nutrient cycling, microclimate, filtration, control of pollution and sedimentation, water quality, terrestrial and aquatic habitat, and biodiversity.

Ecosystem services: The contribution of ecosystem conditions and processes to human well-being, including the production of goods and processes that control variability, support life, enrich cultural life, and preserve options. Examples include pollination of trees and plants, climate regulation, flood mitigation, stormwater management, clean air and water, recreational opportunities, and satisfaction of aesthetic and spiritual needs.

Enable: To supply with the means, knowledge, or opportunity; make able.

Encourage: Promote or foster something that people or other organizations are already doing or could do.

Ensure: To make something certain; to make sure that something will happen or be available.

Environmental justice: The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Equity: Equity is when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential.

Establish: Create something, such as a program or project, that does not yet exist.

Expand: Make something that already exists more extensive.

Evaluate: Assess the range of outcomes, and identify costs and benefits.

Facilitate: To make something easier; to help bring about or make run more smoothly.

Family wage: The minimum income necessary, depending on family size, for a person working forty hours a week to meet their basic needs, such as housing, food, health care, childcare, and transportation.

Foster: This directs the City to encourage or guide the incremental development of something over a long period of time.

Gentrification: An under-valued neighborhood that becomes desirable, resulting in rising property values and changes to demographic and economic conditions of the neighborhood. These changes include a shift from lower-income to higher-income households, and often there is a change in racial and ethnic make-up of the neighborhood's residents and businesses.

Green infrastructure: Public or private assets — either natural resources or engineered green facilities — that protect, support, or mimic natural systems to provide stormwater management, water quality, public health and safety, open space, and other complementary ecosystem services. Examples include trees, ecoroofs, green street facilities, wetlands, and natural waterways.

Green street: A green street is a landscaped street side planter or bioswale that captures stormwater runoff from the street and allows it to soak into the ground as soil and vegetation filters out pollutants.

Guide: Shape or direct actions over time to achieve certain outcomes. This verb is used when the City has a role in shaping outcomes, but implementation involves multiple other implementers and actions taking place over a long period of time.

Habitat Corridor: Natural and built areas that provide safe, healthy places for resident and migratory fish and wildlife species that live in and move through the city. As a system they link habitats in Portland and the region, facilitating safe fish and wildlife access and movement through and between habitat areas. Enhanced habitat corridors are places where there is existing significant fish or wildlife habitat, as identified in the Natural Resource Inventory, and where habitat connectivity will be improved over time. Potential habitat corridors will be established over time. They are places where habitat features and functions (e.g., trees,

vegetation, nesting and perching sites and food, etc.) will be integrated into generally more developed areas of the city.

Habitat-friendly development: Strategies to provide habitat for and prevent harm to native resident and migratory wildlife. Examples include habitat-oriented ecoroofs, bridges, buildings, and sites, including features such as nest platforms and bat boxes. Strategies also involve development design and practices that: limit the amount of light, noise, vibration, and other disturbance that negatively affect wildlife and wildlife habitat, especially during vulnerable wildlife life cycles (such as mating/nesting season and migration); improve wildlife access and passage, by limiting fencing, roads, culverts and other barriers between important habitats (desirable feeding and watering sites, for example); and minimize the impact of construction on and in rivers.

High-capacity transit: High capacity transit is public transit that has an exclusive right of way, a non-exclusive right of way, or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

High-density housing: Refers generally to higher-density housing that is mid- to high-rise in building scale.

High performance and green homes: High performance and green homes conserve energy and water, are healthier for the occupants and the environment, have lower utility bills, manage stormwater, and are more durable and adapt to the long-term needs of their residents through design that accommodates people of all ages and abilities. To ensure performance, high performance and green homes must be assessed and rated by a third-party green building certification program.

High-rise: Buildings more than 10 stories in height.

High-risk infrastructure: Infrastructure assets that have a high risk of failure, based on the likelihood and consequence of that failure.

Historic resource: A structure, place, or object that has a relationship to events or conditions of the human past. Historic resources may be significant for architectural, historical, and cultural reasons. Examples include historic landmarks, conservation landmarks, historic districts, conservation districts, and structures or objects that are identified as contributing to the historic significance of a district, including resources that are listed in the National Register of Historic Places. Structures, places, and objects that are included in historic inventories are potential historic resources.

Housing + transportation (H+T) cost burden: A household's ability to afford a house or apartment is most often measured by calculating the percentage of household income devoted to housing costs, the single biggest expense for most households. However, transportation costs are typically the second-biggest draw on household income. Current thinking suggests

that to get a true measure of household cost burden, you need to combine housing (H) and transportation (T) cost. The measure for the Portland Metro area is that households spending more than 50 percent of their income on housing and transportation are considered cost burdened.

Hydrologic: Of or pertaining to water.

Hydrologic cycles: The movement of water on, in, and above the earth.

Implement: To put something into effect.

Improve: Make the current situation better; increase; enhance; expand services or facilities; to become better in terms of quality or condition.

Income self-sufficiency: Households with adequate income, based on family type, to cover local costs of basic needs, such as housing, food, health care, childcare, and transportation.

Include: Incorporate as part of a whole.

Infrastructure: Consists of assets in two general networks that serve whole communities—transportation modalities (roads, rail, etc.) and utilities. These are necessary municipal or public services, provided by the government or by private companies and defined as long-lived capital assets that normally are stationary and can be preserved for a significant number of years. Examples are streets, bridges, tunnels, drainage systems, water and sewer lines, pump stations and treatment plants, dams, and lighting systems. Beyond transportation and utility networks, Portland includes buildings, green infrastructure, communications, and information technology as necessary infrastructure investments that serve the community.

Inner Ring districts: Parts of the Inner Neighborhoods that are within walking distance of the Central City, as shown on the Pattern Areas map in the Chapter 3, Urban Form.

Invest: Spend money and/or other resources.

Lessons learned: Insights drawn from past actions, projects, and operations that are applied to or inform current and future projects. Lessons can be positive or negative, in that they may recommend that an approach be replicated or avoided in the future.

Level of service: A defined standard against which the quality and quantity of service can be measured. A level of service can take into account reliability, responsiveness, environmental acceptability, customer values, and cost.

Limit: Minimize something or the effects of something.

Living wage: The minimum income necessary for a person working forty hours a week to meet their basic needs, such as housing, food, health care, childcare, and transportation.

Low-density areas: Refers generally to residential areas outside centers and corridors that are predominantly zoned for single-dwelling housing and lower-density multi-dwelling housing.

Low-impact development: Strategies to reduce the environmental impact of development on natural systems, including hydrology and vegetation. These strategies include using paving and roofing materials that reduce impervious area; clustered or small lot development that reduces disturbance area; vegetated stormwater management that mimics pre-development site hydrology; alternative road layout and narrower streets; natural area protection; and landscaping with native plants.

Low and moderate income: Typically based on annual Median Family Income (MFI) limits published by HUD. Households earning: 0-30% MFI are “extremely low-income”; 31-50% MFI are “very low-income”; 51-80% MFI are “low-income”; 81-120% MFI are “moderate-income”.

Low-rise: Buildings up to four stories in height.

Maintain: Keep what you have; conserve; preserve; continue.

Mid-rise: Buildings from five to 10 stories in height.

Needed housing units: Statewide Planning Goal 10 defines needed housing units as housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. The term also includes government-assisted housing. For cities having populations larger than 2,500 people and counties having populations larger than 15,000 people, "needed housing units" include (but are not limited to) attached and detached single-family housing, multiple-family housing, and manufactured homes, whether occupied by owners or renters.

Neighborhoods: Broad areas of the city that typically include residential, commercial, and mixed-use areas. Neighborhoods are physical communities located outside of the Central City and large industrial areas. In general, the word “neighborhoods” is not intended to refer to specific neighborhood association geographies.

Neighborhood business districts: Commercial areas outside the Central City, usually adjacent to neighborhood residential areas. A subset of neighborhood business districts are designated as centers, which, in addition to their commercial functions, are prioritized as a focus for residential growth and community amenities and services. Other neighborhood business districts allow residential development, providing additional housing options close to services, but are not a prioritized focus for this growth.

Non-traditional housing types: Housing types and models that do not conform to existing practices or standards of housing development and household living. A unit can be non-traditional based on its construction materials or the living arrangements of its occupants. Cohousing is one non-traditional housing type.

Older adults: Population over 65 (as defined by the Age-Friendly City Action Plan).

Pattern Areas: Five primary geographies in Portland that have differing physical characteristics, needs, and assets. Each of these areas has unique topographies and natural features, patterns

and types of development, street and other infrastructure characteristics, and histories that have shaped their urban form. The five primary Pattern Areas are:

- **Central City:** This area corresponds to the Central City plan district and is also a major center.
- **Inner Neighborhoods:** This area includes inner portions of the city that originally developed during the streetcar era, prior to World War II. It includes a large part of the city east of the Willamette River, extending roughly to 82nd Avenue, and also the inner westside “flats,” located between the river and the West Hills.
- **Western Neighborhoods:** This area includes the West Hills (Tualatin Mountains) and areas to the west.
- **Eastern Neighborhoods:** This area includes eastern portions of the city, mostly located east of 82nd Avenue and largely annexed to Portland in the 1980s and 1990s.
- **Industrial and River:** This area includes land along the Columbia River and Columbia Slough, and areas along the Willamette River north of the Central City.

Permanently affordable housing: This refers to a housing status which means that a certain unit, whether rented or owned, continues to remain affordable to lower income households. A variety of programs and strategies are used to keep the unit mostly below market price. For example, properties with homes that are rented are owned and operated by nonprofit charitable corporations that agree to hold this real estate to provide affordable shelter in perpetuity. Similarly, for homeownership units, the land remains public while the unit is sold below market price with restrictions on resale.

Placemaking: The collaborative act of identifying current or creating new, distinctive public environments or places to be experienced by people. These places build on existing assets that include physical, social, or natural characteristics.

Plans and investments: Legislatively adopted land use plans, zoning maps, zoning regulations, comprehensive plan map designations, and changes to the List of Significant Projects.

Portlanders: People who live, work, do business, own property, or visit Portland, including people of any race, ethnicity, sex, gender or gender identity, sexual orientation, belief system, political ideology, ability, socioeconomic status, educational status, veteran status, place of origin, language spoken, age, or geography.

Prevent: Don't allow at all; stop from happening; prohibit.

Prime industrial land: According to Statewide Land Use Planning Goal 9, land that is suited for traded sector industries and possesses site characteristics that are difficult or impossible to replace elsewhere in the region.

Prioritize: To treat something as more important than something else. Policies that use this verb must identify the thing that will be treated as more important, and the thing that will be treated as less important.

Priority populations: For housing, a program implementation approach designed to improve access and outcomes and eliminate disparities based on race and ethnicity for those who currently and have historically been under-served.

Prosperity: When the term prosperity is used, it includes prosperity for households not just for businesses.

Protect: To defend or guard against loss, injury, or destruction.

Provide: To supply, offer, or make available. The City must be able to supply the item or service in question.

Public realm: The system of publicly accessible spaces that is made up of parks and other open spaces, streets, trails, public or civic buildings, and publicly-accessible spaces in private buildings (such as lobbies or courtyards). This system works with, and is framed by, adjacent development and building edges that help energize and define the public spaces of streets, sidewalks and parks.

Reduce: Have less of something than in the current situation.

Remove: To do away with; eliminate.

Require: Compel; demand something.

Residential areas: Predominantly residential areas located outside centers, civic corridors, and transit station areas.

Resilience/resiliency: The capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment.

Restore: Recreate elements that are missing; move something back to its original condition; rehabilitate.

Shared governance: Shared decision making between the community and the City of Portland. Shared governance is based on partnerships, equity, accountability, and community ownership. This model empowers all Portlanders to have a voice in decision making, thus encouraging diverse and creative input that will help advance the vision and goals of the City of Portland.

Short-term supply of employment land: According to Statewide Land Use Planning Goal 9, suitable land that is ready for construction within one year of an application for a building permit or request for service extension. Engineering feasibility is sufficient to qualify land for short-term supply, and funding availability is not required.

Strive: Devote serious effort or energy to; work to achieve over time.

Support: To keep from weakening.

Traded sector: A business sector consisting of companies that compete in markets extending beyond the metropolitan region. These companies include exporters to markets outside the region, suppliers to regional exporters, and businesses whose products substitute for regional imports.

Transit Station Areas: Areas within ½ mile of light rail and other high-capacity transit stations. Some transit station communities are located within centers or civic corridors and are subject to policies for those types of places.

Transparency: Reliable, relevant, and timely publicly available information about government activities and decision making.

Under-served: People and places that historically and currently do not have equitable resources, access to infrastructure, healthy environments, housing choice, etc. Disparities may exist both in services and outcomes.

Under-represented: People and communities that historically and currently do not have an equal voice in institutions and policy-making, and have not been served equitably by programs and services.

Universal Design principles: Underlying Universal Design is the principle that buildings and their sites should be built or renovated in ways that can work for all — for a “universal” population. People have varying abilities, temporary or permanent, throughout life. Rather than doing special or separate design to accommodate differences in age and ability, Universal Design principles foster design that works for all. The seven principles of Universal Design are equitable use, flexibility in use, simple and intuitive use, perceptible information, tolerance for error, low physical effort, and size and space for approach and use.

Urban heat island: The urban heat island effect is a measurable increase in ambient urban air temperatures resulting primarily from the replacement of vegetation with buildings, roads, and other heat-absorbing infrastructure. The heat island effect can result in significant temperature differences between rural and urban areas.

Utilize: To put to use; to make practical or worthwhile use of. Conveys intention to apply a resource toward a purpose.

Watershed: A watershed is the area that catches rain and snow and drains into a corresponding river, stream, or other waterbody. It is a geographic area that begins at ridge tops (highest elevations) and ends at a river, lake, or wetland (lowest elevation). Within a watershed, there can also be sub-watersheds. These drainage areas are smaller and are defined by their tributaries.

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