

APPENDIX A

Amendments to Ordinance No. 150580

Ord. No.	Date of Adoption	Summary of Change	Name of Project
151360	April 1981	Amended Policy 11.28, Disposal	NA
152724	January 1982	Amended Policy 10.8, Zoning Upon Plan Adoption	NA
152903	February 1982	Amended Policy 10.8 Zoning Upon Plan Adoption	NA
153326	June 1982	Amended Goal 8, Environment Amended Policy 8.13, Sensitive Natural Areas Added Policy 8.16, Aggregate Resources Added Policy 8.17, Aggregate Mining Impacts Added Policy 8.18, Reclamation of Aggregate Sites	Goal 5 Compliance
154627	June 1983	Added Policy 5.9, Area Character and Identity Added Policy 5.10, Land Use Added Policy 5.11, Transportation Added Policy 5.12, Business Environment	Commercial District Policy Study
155002	August 1983	Amended Policy 1.3, Urban Service Boundary Amended Policy 2.3, Annexation Amended Policy 11.1, Service Responsibility Amended Policy 11.3, Orderly Service Extension	Urban Services Study
155244	October 1983	Added Policy 2.22, Terwilliger Parkway Corridor Plan	Terwilliger Parkway Corridor Study
155569	February 1984	Added Policy 6.10, Transit Station Area Planning	Transit Station Area Planning Program
157664	July 1985	Amended Policy 10.7 by renumbering subparagraph (18) Downtown Manufacturing to (22), adding new (18) Mixed Employment, and adding (21) Industrial Sanctuary	Industrial Zoning Code Improvement Project
157665	July 1985	Added Policy 2.23, Northwest Triangle District	Northwest Triangle Report
158055	December 1985	Added Policy 8.16, Portland International Airport Noise Impact Area, and renumbered 8.16 through 8.18 to 8.17 through 8.19	Noise Zone Update
158110	December 1985	Added Policy 5.13, Locational Opportunities for Industrial Firms Added Policy 5.14, Diversity and Identity in Industrial Areas Added Policy 5.15, Protection of Non-Industrial Lands	Industrial Zoning Code Improvement Project
158421	April 1986	Amended Policy 10.7, Comprehensive Plan Map, by adding a new subparagraph (8), Townhouse Multifamily and renumbering subparagraphs (8) through (22) to (9) through (23)	Zoning Code Improvement Project: Additions of Comparable County Regulations (County Alignment Zones)

Ord. No.	Date of Adoption	Summary of Change	Name of Project
159564	April 1987	Added Policy 5.16, Columbia South Shore Amended Policy 10.7, Comprehensive Plan Map, by renumbering subparagraphs (18) through (22)	Columbia South Shore Study
160049	August 1987	Added Policy 8.20, Visual Impacts Added Policy 8.21, Health and Safety	Radio Frequency (RF) Regulatory Review Project
160606	March 1988	Added Policy 2.24, Central City Plan Amended Policy 10.7, Comprehensive Plan Map by amending subparagraph (12) Central Residential, amending subparagraph (17) Central Commercial, renumbering subparagraph (18) Light Manufacturing to (20), adding subparagraph (18) Commercial Employment, renumbering subparagraph (21) Mixed Employment to (19), deleting subparagraphs (19) General Manufacturing and (20) Heavy Manufacturing	Central City Plan
160890	June 1988	Renumbered Policy 8.8, Open Space to 8.9 Added Policy 8.8, Ground Water Protection Renumbered Policy 8.10, Willamette River Greenway to 8.11 Renumbered Policy 8.11 National Flood Insurance Program to 8.12 Renumbered Policy 8.12, Natural Hazards to 8.13 Amended and Renumbered Policy 8.9, Drainageways to 8.10 Deleted Policy 8.13, Sensitive Natural Areas Added Policy 8.14, Natural Resources Added Policy 8.15, Wetlands/Riparian/Water Bodies Protection Added Policy 8.16, Uplands Protection Added Policy 8.17, Wildlife Added Policy 8.18, Natural Resources Management Plans Renumbered Policies 8.14-8.16 (Noise) to 8.19-8.21 Renumbered Policies 8.17-8.19 (Aggregate Resources) to 8.22-8.24 Renumbered Policies 8.20 & 8.21 (RF Emissions) to 8.25 & 8.26 Added definitions to Glossary	Environmental Regulations

Ord. No.	Date of Adoption	Summary of Change	Name of Project
161000	June 1988	Amended Goal 5, Economic Development Deleted Policies 5.1 through 5.8 Added Policy 5.1, Business Retention and Recruitment Added Policy 5.2, Economic Environment Added Policy 5.3, Coordination Added Policy 5.4, Social Environment Added Policy 5.5, International Image Added Policy 5.6, Special Opportunities Added Policy 5.7, Marketing and Image Added Policy 5.8, Public/Private Partnership Added Policy 5.9, District Economic Development Added Policy 5.10, Central City Added Policy 5.11, Equalization of Economic Opportunity Added Policy 5.12, Environment, Energy and Transportation Renumbered Policies 5.9-5.16 to 5.13-5.20	Economic Development Policy Update
161335	October 1988	Deleted Policy 10.2, Annual Report Renumbered Policies 10.3-10.13 to 10.2-10.12	Work Reduction and Revenue Enhancement Proposal
161770	April 5, 1989	Added a new Exhibit C, "List of Significant Projects", to the Comprehensive Plan	Public Facilities Plan
162975	April 1990	Replaced Goal 7, Energy and all the policies and objectives	Energy Goal & Policy Update
163530	October 1990	Added Policy 4.9, Vacant and Abandoned Housing and Community Revitalization	Vacant and Abandoned Buildings Task Force Report

Ord. No.	Date of Adoption	Summary of Change	Name of Project
163608	November 7, 1990	<p>Amended and Renamed Policy 2.13, Auto-Oriented Commercial</p> <p>Amended Policy 2.21, Buffering</p> <p>Added Policy 4.8, Maintain Housing Potential</p> <p>Amended Policy 8.18, Natural Resources Management Plans</p> <p>Deleted Policy 10.2, Interim Plan Review and Amendment and replaced with Policies 10.5, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures and with Policy 10.6, Amendments to the Comprehensive Plan Map</p> <p>Deleted Policy 10.3, Comprehensive Plan Map Amendments and replaced with Policy 10.6, Amendments to the Comprehensive Plan Map</p> <p>Renumbered Policy 10.4, Long Range Planning Framework to 10.2</p> <p>Deleted Policy 10.5, Public Facilities</p> <p>Amended and Renumbered Policy 10.6, Comprehensive Plan Map to 10.3</p> <p>Deleted Policy 10.7, Zoning Upon Plan Adoption and replaced with Policy 10.4, Corresponding Zones and Less Intense Zones</p> <p>Deleted Policy 10.8, Revised Zoning Code and replaced with Policy 10.4, Corresponding Zones and Less Intense Zones, and with Policy 10.7, Zone Changes</p> <p>Renumbered Policy 10.9, Design Review to 10.12</p> <p>Amended Policy 10.10, Enforcement</p> <p>Deleted Policy 10.12, Sign Review</p> <p>Added Policy 10.8, Land Use Approval Criteria and Decisions</p> <p>Added Policy 10.9, Amendments to Zoning and Subdivision Regulations</p>	Zoning Code Rewrite Project
163770	January 1991	<p>Deleted Policy 2.5, Natural Resource Area</p> <p>Added Policy 2.5, Future Urban Areas</p> <p>Deleted Policy 8.11, Willamette River Greenway</p> <p>Added Policy 8.11, Special Areas</p>	Balch Creek Watershed Protection Plan
163957	March 1991	<p>Amended Policy 8.14, Natural Resources by amending Objective A. Acquisition Program for Significant Resources, and Objective C. Impact Avoidance, and by adding Objective F. Pruning to Maintain and Enhance Views, Objective G. Improving Turnouts along Scenic Routes and at Viewpoints, Objective H. Bike and Pedestrian Routes, Objective I. Consideration of Scenic Resources in Street Vacations, Objective J. Consideration of Scenic Resources in Planning Process, and Objective K. Enhancing View Corridors.</p> <p>Added Policy 10.13, Columbia River</p>	Scenic Resources Protection Plan
164244	July 1991	Amended Policy 8.21, Portland International Airport Noise Impact Area by amending Objective A.	Noise Zone Update
164472	July 1991	Amended Policy 8.11, Special Areas by adding a new policy area.	Johnson Creek Basin Protection Plan

Ord. No.	Date of Adoption	Summary of Change	Name of Project
164517	July 1991	Amended Policy 8.11, Special areas by adding a new policy area. Amended part of Policy 8.18, by deleting last sentence. Amended Policy 10.3, Comprehensive Plan Map, 2-7	Northwest Hills Natural Areas Protection Plan
165002	January 1992	Amended Policy 8.11, Special Areas by adding a new policy area	Southwest Hills Resource Protection Plan
165851	October 1992	Amended and replaced Goal 6, Transportation	Transportation Element, COP Comprehensive Plan, Incorporating the ASCP (Arterial Streets Classification Policy), Office of Transportation
166786 and 167054	July 28, 1993, & Sept. 30, 1993	Amended Goal 2 by adding a new Policy 2.25 reflecting the adoption of the Albina Community Plan. Amended Goal 3 by adding a new Policy 3.8 with Objectives A through K reflecting the adoption of 11 neighborhood plans developed with the Albina Community Plan. Adopted a new Goal 12, Urban Design with 8 policies and associated objectives. Readopted subsequent to an appeal to LUBA. City prevailed in all appeals.	Albina Community Plan
166834	August 4, 1993	Amended Objective C of Policy 5.20 to establish timeline for the Columbia South Shore Cultural Resources Protection Plan.	Columbia South Shore Development Standards
167293	Jan. 19, 1994	Amended Policy 8.10, adding a new Policy B concerning water quality and quantity and redesignating the City wildlife objective as Objective C; Amended Policy 8.11, adding an objective C, reflecting the adoption of the Fanno Creek Tributaries Conservation Plan	Fanno Creek Tributaries Conservation Plan
167650	May 11, 1994	Amended Policy 10.1, added a new Policy 10.2 and renumbered other policies in Goal 10 to reflect the addition of the new 10.2. These changes establish the Community Planning Program as the City's process for updating the Comprehensive Plan Map.	Community and Neighborhood Planning Program
167767	June 9, 1994	Amended Brooklyn Neighborhood Plan	City Life Project (CLP)
168142	Sept. 21, 1994	Amended and replaced Goal 5, Economic Development, and associated policies.	Economic Development Policy Project (see also "Prosperous Portland" with PDC)
168280	Nov. 9, 1994	Adopted Richmond Neighborhood Plan, amended Vision Statement and Policy 3.6.	Richmond Neighborhood Plan
168698	April 12, 1995	Amended Policy 8.15 by adding an Objective D; reflecting protection of Balch Creek cutthroat trout.	Environmental Zone Streamline Project
168702	April 12, 1995	Repealed Comprehensive Plan Policy 2.23, Northwest Triangle District and Objectives; Amended Central City Plan, amended vision, repealed Policy 17, Northwest Triangle District, added Policy 16, University District, and Policy 17, River District subdistricts.	University District and River District Plans
169488	Nov. 15, 1995	Adopted Woodstock Neighborhood Plan, amended Vision Statement and Policy 3.6.	Woodstock Neighborhood Plan

Ord. No.	Date of Adoption	Summary of Change	Name of Project
169535	December 6, 1995	Added new Policy 6.26, Central City Transportation Management Plan; amended Policies 8.1 through 8.4 to reflect current attainment of air quality standards, the replacement of the Downtown Parking and Circulation Policy with the CCTMP, and to include promotion of several alternative modes.	Central City Transportation Management Plan (CCTMP)
169699	Jan. 10, 1996	Amended Central City Plan Policy 15 Goose Hollow	Goose Hollow Station Community Planning Project
169763	Jan. 31, 1996	Adopted Outer Southeast Community Plan, added Policies 2.26 and 3.9; repealed Hazelwood Community Plan, Powellhurst Community Plan, and Centennial Community Plan under 3.6.	Outer Southeast Community Plan
169953	April 3, 1996	Amended Policy 5.10.	Cultural Resources Protection Plan for Columbia South Shore
168698	April 17, 1996	Added Objective D to Policy 8.15.	Environmental Zone Streamline Project
170136	May 8, 1996	Update of Transportation Element amended multiple policies, objectives	Update of Transportation Element
170347	June 1996	Adopted Downtown Community Association Residential Plan and amended Policy 3.6 by adding Policy C.	Downtown Community Association Residential Plan
171238	June 4, 1997	Adopted Bridgeton Neighborhood Plan and amended Policy 3.6	Bridgeton Neighborhood Plan
171699	October 22, 1997	Adopted Hillsdale Town Center Plan and amended Policy 3.6	Hillsdale Town Center Plan
171849	December 10, 1997	Adopted Sellwood-Moreland Neighborhood Plan and amended Policy 3.6 by adding Objective B.	Sellwood-Moreland Neighborhood Plan
172365	June 10, 1998	Adopted Creston Kenilworth Neighborhood Plan, incorporating vision statement and urban design concept, policies 1- 6 and associated objectives; amended Policy 3.6 by adding Objective D.	Creston Kenilworth Neighborhood Plan
172954	January 15, 1999	Replaced Goal 4, Housing and all the policies and objectives	Comprehensive Plan Housing Policy
173131	February 24, 1999	Amended Transportation Element, designating District Collector, Neighborhood Collectors, and Local Streets	Cascade Station/Portland International Center Plan District
173725	September 1, 1999	Adopted Sunnyside Neighborhood Plan	Sunnyside Neighborhood Plan
174325	April 5, 2000	Adopted Hollywood and Sandy Plan (Volume 1 and 2); amended Vision Statement, incorporating vision for Sandy Boulevard, Broadway and Hollywood and incorporating policies 1-7 and associated objectives; amended Policy 3.6 (Neighborhood Plan) to add Hollywood and Sandy Plan to the list of neighborhood plans.	Hollywood and Sandy Plan

Ord. No.	Date of Adoption	Summary of Change	Name of Project
174667	July 13, 2000	Adopted Southwest Community Plan Vision, Policies and Objectives; amended Vision Statement, incorporating Southwest Community Plan: Vision, Policies and Objectives.	Southwest Community Plan
175210	December 27, 2000	Adopted Kenton Downtown Plan; amended Vision Statement, incorporating amended vision for Kenton Neighborhood Plan; amended Kenton Neighborhood Plan policies 2, 3, 5, 6 and 8 and objectives associated with each policy.	Kenton Downtown Plan
176092	November 21, 2001	Adopted Guild's Lake Industrial Sanctuary Plan; amended Vision Statement, incorporating Vision, Policies and Objectives of the Guild's Lake Industrial Sanctuary Plan; added new Policy 5.11.	Guild's Lake Industrial Sanctuary Plan
176193	January 10, 2002	Adopted West End Policy; amended Comprehensive Plan Policy 2.25, incorporating West End Policy into Central City Plan; added Policy 22, West End, to Central City Plan.	West End Policy
176614	June 26, 2002	Adopted Portsmouth Neighborhood Plan; amended Vision Statement, incorporating Portsmouth Neighborhood Plan vision statement; amended Policy 3.6, incorporating Portsmouth Neighborhood Plan policies and objectives.	Portsmouth Neighborhood Plan
176742 and 177739	July 10, 2002 and July 30, 2003	Adopted Marquam Hill Plan Volume 1: City Council Revised Marquam Hill Plan; amended Vision Statement, incorporating vision for Marquam Hill; added new Policy 5.11, Science and Technology quarter and its associated objectives and Marquam Hill Plan policies 1-5 and associated objectives; repealed 1977 Marquam Hill Policy Plan; amended Policy 3.6 (Neighborhood Plan) to replace Marquam Hill Policy Plan (1977) with Marquam Hill Plan (2003). The new 5.11 required renumbering of Guild's Lake Industrial Sanctuary Plan to 5.12.	Marquam Hill Plan
177028	October 30, 2002	Adopted Transportation System Plan; incorporating Goals, Policies, Objectives, Maps, and Glossary of Terms as shown in Chapter 2 of TSP; repealed Transportation Element of the Comprehensive Plan; adopted new Goal 6, Transportation, new Goal 11B, Public Rights-of-Way Goals & Policies; and revised Goals 2, 5, and 12, and Appendix B Glossary.	Transportation System Plan

Ord. No.	Date of Adoption	Summary of Change	Name of Project
177082	November 13, 2002	Adopted South Waterfront Plan, incorporating South Waterfront Plan policies and objectives; amended Goal 2.25, Central City Plan, incorporating South Waterfront Plan Vision as part of Central City Plan Vision and changes to Policy 21, North Macadam; amended Goal 8.11.H, Special Areas, Willamette River Greenway.	South Waterfront Plan (aka North Macadam Plan)
177920	September 24, 2003	Adopted Northwest District Plan; amended Vision Statement, incorporating Vision, Policies, Objectives and Master Street Plan; added new Policy 3.10; repealed 1977 Northwest District Policy Plan; added land use objective 11 to Guild’s Lake Industrial Sanctuary Plan; amended Policy 15, Central City Plan. Note: Judicial remand of Ordinance 177920, <i>NWDA v. City of Portland, 198 Or App 286, 108 P3d 589 (2005)</i> . Related Ordinances 177921, 177993, 178020 and Resolution 36171 affirmed on appeal	Northwest District Plan
178423	May 19, 2004	Amended Outer Southeast Community Plan; revised objectives of the Gateway Regional Center Subarea Policy	Gateway Regulations Project
178452	May 26 , 2004	Adopted St. Johns/Lombard Plan; amended Vision Statement, incorporating Vision, Policies, Objectives and Master Street Plan; amended Policy 3.6, incorporating Goals, Objectives, and Policies	St. Johns/Lombard Plan
2004 Publication of Comprehensive Plan Goals and Policies			
178815	October 13, 2004	Amended Transportation System Plan; amended Policies 6.6, 6.9; amended Policy 6.35, deleting Objective N; amended Policy 6.38, amending Objective F, adding Objective L; added Policy 6.41; amended Policy 11.11 Street Plans, amending Objective F, adding Objectives O and P	Transportation System Plan
178961	December 15, 2004	Adopted Pleasant Valley Plan District; amended Goal 11, amended Policy 11.1.B, Service Responsibility	Pleasant Valley Plan District
179076	February 17, 2005	Amended Cascade Station /Portland International Center Plan District; added Policy 5.13, effective date April 21, 2005	Cascade Station /Portland International Center Plan District
179177	April 7, 2005	Changed effective date to May 31, 2005	Cascade Station /Portland International Center Plan District
179266	May 25, 2005	Changed effective date to June 30, 2005	Cascade Station /Portland International Center Plan District
180132	May 10, 2006	Amended Transportation System Plan to incorporate City Freight Master Plan; amended Policy 5.4; Goal 6, Policies 6.9, 6.15, 6.30, 6.34, 6.37, 6.39, 6.42; Policy 11.10; amended maps series 6.34 – 6.40 to add freight classification maps	City of Portland Freight Master Plan

Ord. No.	Date of Adoption	Summary of Change	Name of Project
180172	May 24, 2006	Amended Transportation System Plan to incorporate TSP for unincorporated urban pockets; amended Objectives 6.38.L and 11.11.Q; added maps 11.11.19 A, B, C	TSP for Urban Pockets of Unincorporated Multnomah County
2006 Publication of Comprehensive Plan Goals and Policies – renumbered policies 11.18 through 11.62 to 11.14 through 11.58 to eliminate erroneous numbering gap.			
180372	August 16, 2006	Amended Outer Southeast Community Plan; amended Objective 1 of MAX LRT Subarea Policy	122 nd Avenue Station Area Study
180871	April 5, 2007	Amend Transportation System Plan; amended Policies 6.3, 6.6, 6.9, 6.11, 6.15, 6.20, 6.21, 6.29, 6.30, added Policy 6.31, renumbered Policies 6.31-6.42 to 6.32-6.43, amended Policies 6.35, 6.38, 6.39 and 6.40; amended map series 6.35 through 6.42; amended Policies 11.8, 11.9, 11.10, 11.11, 11.12; amended maps 11.11-19A-C; amended Appendix B; Glossary.	TSP 2006 Update
182319	November 5, 2008	Adopted North Pearl District Plan	North Pearl District Plan
183124	August 19, 2009	Adopted Hayden Island Plan; amended Objective 6.35.F; added Objectives 6.35.Q, 6.35.R and 6.35.S; amended Policy 6.35, North District, and Maps 6.35.1-6.35.7 and Policy 6.36, Northeast District and Maps 6.36.1-6.36.7 to include all of Hayden Island in the North District of the TSP and to revise street classifications on Hayden Island; added Objective 11.11.R; added Map 11.11.20; Amend Chapter 3 of the TSP	Hayden Island Plan
183269	October 21, 2009	Repealed Ordinance 177920; adopted Northwest District Plan, with exceptions; amended Vision Statement, incorporating Vision, Policies, Objectives and Master Street Plan; added new Policy 3.10 ; repealed 1975 Northwest District Policy Plan and 1977 amendments to Northwest District Policy Plan; replaced all references to the "Northwest District Policy Plan" with "Northwest District Plan"	Re-Adoption of 2003 Northwest District Plan (with exceptions)
183270	October 22, 2009	Amended Portland Master Street Plan; amended Map 11.11.3, Gateway District	Gateway Master Street Plan Update
184046	August 11, 2010	Created Planning and Sustainability Commission; Dissolved Planning Commission; amended Policies 3.5, 10.6, and 10.7, amended Appendix B Glossary	Planning and Sustainability Commission

Ord. No.	Date of Adoption	Summary of Change	Name of Project
184521	April 13, 2011	Added Policy 1.6, Portland International Airport; added Policy 5.14, Portland International Airport; under Policy 8.11, Special Areas, added Objective I, Portland International Airport/Middle Columbia Slough; amended Policy 8.20, Noise Abatement Strategies; under Policy 8.21, Portland International Airport Noise Impact Area, amended Objectives A and C; added Objective D; added Goal 11J, Promote a sustainable airport (PDX) by meeting the region’s air transportation needs without compromising livability and quality of life for future generations; added Policy 11.59, Regulations, and Objectives A through C; added Policy 11.60, Partnerships, and Objectives A through C; added Policy 11.61, Investments, and an Objective; added Map 11.61.1	Airport Futures Plan
184988	November 9, 2011	Amended the List of Significant Projects, and Public Facilities Plan; did not amend goals, policies, or objectives.	Fanno Creek Pump Station
2012 Publication of Comprehensive Plan Goals and Policies			

Appendix B

GLOSSARY ¹

***Access Management**

Measures regulating access to streets, roads, and highways from public roads and private driveways. Measures may include, but are not limited to, restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls (such as signals and channelization, including raised medians) to reduce impacts of approach road traffic on the main facility.

***Accessibility**

The ability to move easily from one mode of transportation to another mode or to a destination. Accessibility increases when the number and quality of travel choices increases. Accessibility is affected by the mix of land uses and the travel alternatives available.

***Accessway**

A type of right-of-way, either public or private, that is primarily to provide pedestrian and bicycle linkages consistent with connectivity needs, but may be used for vehicle access to parking or for emergency vehicles. Accessways are typically short in length and are used where full street connections are not needed and/or are not physically feasible.

***Activity Center**

A cluster of uses that collectively generates many trips (e.g., school and park, neighborhood commercial district). An activity center can be a single use that generates many trips (e.g., stadium, large commercial outlet, large institution).

***Amenity Package**

A set of additional requirements designed to significantly improve the livability of a project which, if included in a project, allows a bonus density increase.

***Americans with Disabilities Act (ADA) of 1990**

Civil rights legislation enacted by Congress that mandates the development of a plan to address discrimination and equal opportunity for disabled persons in employment, transportation, public accommodation, public services, and telecommunications.

Annexation

The process by which a municipality or other governing authority absorbs surrounding land and brings it under its jurisdiction.

***Area of Special Concern**

An area designated in the 2000 Regional Transportation Plan that is planned for mixed-use development, but is also characterized by physical, environmental, or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided.

¹ Unless otherwise noted as adopted by Ordinance No. 160890, June 1988, terms marked by * were added by Ordinance No. 177028, October 2002. Terms without footnote or asterisk are advisory because they were never adopted by ordinance; only terms adopted by ordinance are part of the Comprehensive Plan.

***Area Permit Parking Program**

An Office of Transportation program to ensure that on-street parking associated with commercial, industrial, institutional development or large events will not spill over into adjacent residential neighborhoods. The program allows residents and firms a limited supply of permits for on-street parking and restricts on-street parking for other potential users.

***Arterial**

Any street that is not a Local Service Traffic Street according to the traffic classification maps in the Transportation Element of the Comprehensive Plan. Arterials include Regional Trafficways, Major City Traffic Streets, District Collectors, Neighborhood Collectors, and Traffic Access Streets.

***Attractor**

A use that, by its nature, draws large numbers of people to it for special events or regular activities. Regional attractors include uses such as sports arenas and convention centers.

***Auto-Oriented Development**

Development that is either: 1) auto-related (such as gas stations and auto repair shops) or 2) auto-accommodating (by its design attracts primarily customers and employees arriving by automobile, such as drive-in restaurants).

Auto-Oriented Land Uses

Functional activities of two types: 1) those which are auto-related (such as gas stations and auto repair shops); and 2) those which by their design attract primarily customers and employees arriving by automobile (such as drive-in restaurants).

Baker v. City of Milwaukie

A landmark zoning decision in Oregon which found that the comprehensive plan, whether adopted by ordinance or resolution, is the controlling document regulating land uses and that the zoning ordinance must be consistent with the principles and specifications established therein.

***Benchmark**

A specific target or goal to be achieved in a specific timeframe. Benchmarks are used to determine the attainment of performance indicators and performance measures (defined below).

***Bicycle Boulevard**

A street with low traffic volumes where the through movement of bicycles is given priority over motor vehicle travel. (*Source: Portland Bicycle Master Plan*)

***Bike Central**

A public or private facility that provides a variety of bicycle services, such as bicycle parking, bicycle repair, sale of bicycles and equipment, showers, and changing rooms.

Building Codes

Legislative regulations that prescribe the materials, requirements and methods to be used in the construction, rehabilitation, maintenance and repair of buildings. Several national building codes have been established for adoption by individual states. Oregon has adopted the Uniform Building Code (UBC), developed by the International Conference of Building Officials.

Bureau of Planning and Sustainability²

The professional staff responsible for providing the Portland Planning and Sustainability Commission with the research and information necessary for the Commission's recommendations to the Portland City Council.

Capital Improvements Program (CIP)

A five-year program to identify improvement projects which may result in a major expenditure of public funds for such facilities as sewers, streets and parks.

***Carpool**

A motor vehicle carrying two or three (depending on the context) or more people, usually commuting on a regular or semi-regular basis.

***Car Sharing**

An organization consisting of a group of individuals who share a fleet of cars. The purchase or lease of vehicles, fuel costs, maintenance and repair costs is borne by the organization.

Center

A medium- to high-density concentration of apartment and/or commercial land uses.

Central Business District (CBD)

The business code of a city which contains the major concentration of retail, office and service functions.

***Central City**

A design type designated in Metro's 2040 Growth Concept. The 2040 Growth Concept designation and Portland's Central City boundaries are co-terminus. The Central City has the highest density development of all the design types, with the most diverse mix of land uses and the greatest concentration of commerce, offices, and cultural amenities. (*Source: 2000 RTP*)

***Central City Bus Circulator**

Bus route(s) that operates as a shuttle to provide local access to destinations within a defined geographic area, such as the Central City.

***Central City Transportation Management Plan (CCTMP)**

The adopted transportation system plan for the Central City. The CCTMP is reviewed and updated separately from the Transportation System Plan.

Citizen Involvement

A term used to describe citizen participation. LCDC Goal 1 requires that citizens be involved in all phases of the comprehensive planning process.

***Collector of Regional Significance**

As designated in the 2000 Regional Transportation Plan, a route that connects the regional arterial system and the local system by collecting and distributing neighborhood traffic to arterial streets. Collectors of regional significance have three purposes: 1) They ensure adequate access to the primary and secondary land use components of the 2040 Growth Concept; 2) They allow dispersion of arterial traffic over a number of lesser facilities where an adequate local network exists; 3) They help define appropriate collector level movement between jurisdictions. (*Source: 2000 RTP*)

² Amended by Ordinance No. 184046, August 2010

Columbia Region Association of Governments (CRAG)

The regional planning agency whose functions were merged into the reorganized Metropolitan Service District (Metro).

Committee for Citizen Involvement (CCI)

An advisory board of citizens responsible for designing and evaluating citizen involvement opportunities in the comprehensive planning process.

Community Development:

Activities and programs designed to strengthen the physical, social and economic conditions of an area with a view toward making it a more healthful, prosperous and gratifying place to live. The City of Portland receives federal funds for community development through the Housing and Community Development Act of 1974.

Conditional Use:

A use only permitted when certain conditions governing the development are established. Schools, churches and hospitals are common conditional uses in residential zones.

Corridor

A three- to five-block wide area running along the length of a major transit street which is designated for medium density apartment and commercial land uses.

***Corridor**

A 2040 Growth Concept design type that emphasizes a high-quality bicycle and pedestrian environment and convenient access to public transportation, but will not be as intensively planned as station communities. (Source: 2000 RTP)

Cumulative Zoning

A system for zoning that begins with a low-intensity land use, such as a large-lot, single-family detached home and permits more intensive uses with each step up the ladder. At each step of the ladder not only are the uses for that step allowed but so are the uses for the steps below. The most intense zone, at the top of the ladder, would permit all uses below. Portland's Zoning Code is generally cumulative, some exceptions are found in the most intense zones.

Density

The average number of persons, households or dwellings per acre of land.

Downzoning

A change from the current zoning classification of land to reduce the intensity or density of development permitted. The opposite is upzoning.

Drainageway³

An open linear depression, whether manmade or natural, for the collection and drainage of surface water. It may be permanently or temporarily inundated.

***Early Bird Parking**

Parking that is provided to encourage its use primarily by commuters. Typically, the pricing strategy is to offer a lower all-day rate if the parker arrives before a certain time in the morning.

³ Added by Ordinance No. 160890, June 1988

Ecologically and Scientifically Significant Natural Areas ⁴

Land and water that has substantially retained its natural character but is not necessarily completely natural or undisturbed, which is significant for historical, scientific, paleontological or natural features.

Effluent

Discharged sewage.

***Emergency Response Vehicles**

Vehicles employed in responding to emergencies. Examples of emergency response vehicles include fire apparatus, ambulances, and police cars.

***Employee Commute Options (ECO) Rule**

Part of House Bill 2214, which was adopted by the 1992 Oregon Legislature. The rule directs the Environmental Quality Commission to institute an employee trip reduction program. The rule is designed to reduce 10 to 20 percent of commuter trips for all businesses employing 50 or more persons.

***Environmental Impact Statement**

An environmental assessment required by the National Environmental Protection Act for “any major Federal action that may significantly affect the environment.”

***Exceptional Habitat Quality**

For transportation planning purposes,

- 1) Riparian-associated wetlands protected with environmental zones;
- 2) Locally or regionally rare or sensitive plant communities;
- 3) Important forest stands contributing multiple functions and values to the adjacent water feature habitats of sensitive, threatened or endangered wildlife species; or

Habitats that provide unusually important wildlife functions, such as (but not limited to) a major wildlife crossing/runway or a key migratory pathway.

Fasano v. Washington County Board of Commissioners

A landmark zoning decision in Oregon which found that:

- 1) small scale zoning decisions affecting only a limited number of individuals must be recognized as quasijudicial rather than legislative in nature;
- 2) such changes shall be granted only where (a) the change would be in conformance with the comprehensive plan; (b) there is a public need for the change; (c) the public need is best met by the proposed change; and (d) the change conforms to the general welfare standards in the enabling legislation;
- 3) the party seeking the change must bear a graduated burden of proof; and
- 4) stricter procedures must be followed in such quasijudicial hearings than are used in legislative hearings, according to guidelines established by the court.

***FastLink**

Replaced by the term ‘Streamline’. A program in Tri-Met’s Strategic Plan to increase bus frequency, speed, and comfort on approximately two dozen major transit corridors.

⁴ Added by Ordinance No. 160890, June 1988

Fish and Wildlife Habitat Areas⁵

Lands which contain significant food, water, or cover for native terrestrial and aquatic species of animals. Lands included are forests, open fields, riparian areas, wetlands and water bodies.

Floodplain

Areas which are dry in some seasons but inundated when heavy rain, snow melt, tide, increased rate of surface runoff or other conditions cause streams or rivers to overflow their normal channels. A 100-year floodplain is an area that would be submerged by a flood likely to occur once every 100 years. Federal Insurance Administration has declared that 100-year floodplain areas require special controls. Standards for development in 100-year floodplains, which are specified in the federal Flood Hazard Insurance Act, must be met for a jurisdiction to qualify for federal flood insurance assistance.

Floodway:⁶

The channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. The actual floodway boundaries are computer-activated and approximate. These boundaries are depicted on the Floodway Map. Boundaries for other water courses may be subject to identification by the Sewage System Administrator. The width of the floodway for unidentified water courses should not be less than 15 feet.

Flood Desynchronization⁷

Modification of the timing of stormwater runoff from various parts of a watershed through water retention, detention or other means which will result in a decrease in flood elevations.

Floor Area Ratio (FAR)

A method for determining the maximum gross floor area permitted for all buildings or building on a given site through the use of an assigned ratio. For example, given a ration of 6:1 on a downtown city block of 40,000 square feet, the maximum floor area permitted would be 240,000 square feet. This might translate into a 30-story apartment building with each floor containing 8,000 square feet.

***Freight**

Raw and bulk materials and products that require value-adding or warehousing.

***Freight Intermodal Facility**

An intercity facility where freight is transferred between two or more modes (e.g., truck to rail, rail to ship, truck to air, etc.).

***Functional Plan**

A limited-purpose, multi-jurisdictional plan for an area or activity having significant districtwide impact on the orderly and responsible development of the metropolitan area. A Functional Plan serves as a guideline for local comprehensive plans consistent, with ORS 268.390.

***Goods**

Finished products, commodities, and wares ready for the final consumer.

Green Streets⁸

A street that:

⁵ Added by Ordinance No. 160890, June 1988

⁶ Added by Ordinance No. 160890, June 1988

⁷ Added by Ordinance No. 160890, June 1988

⁸ Amended by Ordinance No. 180871 April , 2007

- Handles stormwater on site through use of vegetated facilities;
- Creates attractive streetscapes that enhance neighborhood livability by helping to calm traffic by introducing park-like elements into neighborhoods; and
- Serves as an urban greenway segment that connects neighborhoods, parks, recreation facilities, schools and main streets.

Groundwater Sensitive Areas⁹

Areas from which groundwater is replenished and the flow enables contaminants to be carried into aquifers (aquifer recharge areas), or areas of an aquifer in which the groundwater level and flow characteristics are influenced by the withdrawal of groundwater (areas of influence).

Hazardous Substances¹⁰

Substances which could threaten human health, as are described in City Code 33.455.125, Use of Hazardous Materials and in the Resource Conservation and Recovery Act of 1976 (Federal Register 40 CFR 261.33) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (Federal Register 40 CFR Part 302, Table 302.4).

***High-Occupancy Vehicle (HOV)**

Any vehicle carrying two or more persons, including the driver. An HOV could be a transit bus, vanpool, carpool, or any other vehicle that meets the minimum occupancy requirements. Consistent with federal regulations, motorcycles (with or without passengers) are considered HOVs.

Historic District

An area containing a number of lots, blocks and buildings that has special historical, architectural or cultural significance as part of the heritage of the city. In Portland, these districts are identified by the Historical Landmarks Commission.

***Home-Based Work Trip Attractions**

The trips made by commuters from their homes to their places of work.

Impervious Surface

Solid surfaces, such as streets, parking lots and roofs, which prevent the absorption of rain into the soil, thereby increasing the amount of stormwater runoff.

Incubator Industry

A recently-formed small industrial business which is not yet well established.

Infill

Infill development is the construction on scattered vacant lots in developed neighborhoods as opposed to building on large parcels of vacant land in relatively undeveloped areas.

Infrastructure

The utilities and basic services, such as roads and sewers, essential for the development, operation and growth of a city.

Intensity:

The type or level of such things as traffic, pedestrian activity, number and height of structures or noise generated by a land use. The more activity, the greater the intensity of use.

⁹ Added by Ordinance No. 160890, June 1988

¹⁰ Added by Ordinance No. 160890, June 1988

Interceptor

Large sewer pipes that divert the flow of sewage from entering a river or creek and carry it to a treatment facility.

Labor-intensive

A business or industry employing a high number of people per acre.

Land Conservation and Development Commission (LCDC):

A state agency empowered by Oregon State legislation to establish and enforce state-wide planning goals and guidelines and coordinate land use planning for the state of Oregon. LCDC has established goals in 19 substantive areas which are binding on local governments throughout the state. Each goal is accompanied by a set of guidelines listing the suggested directions which would aid local governments in achieving the goals.

Land Use

The way in which land is used. Land use is generally described in terms of such things as the size of the lot, the size and location of the structure on the lot and the activities that take place within the structure. Activities not directly associated with land, such as housing construction, population growth, traffic flow and job development are influenced by the way land is used.

***Local Improvement District (LID)**

A method that allows a group of property owners to share the cost and benefits of public improvements.

***Locally Preferred Alternative**

The option selected by local jurisdiction(s) following completion of a Draft Environmental Impact Statement (DEIS).

***Main Street**

A 2040 Growth Concept design type that usually features mixed-use storefront-type development. Two or more main streets in a relatively small area serve the same urban function as town centers, but are located in a linear pattern along a limited number of bus or light rail transit corridors. Main streets feature street designs that emphasize pedestrian, public transportation, and bicycle travel. (*Source: 2000 RTP*)

Manufactured Housing

Housing, such as mobile homes, that is shipped to the site either as a completed unit or as a number of complete sections or rooms which can be joined on-site with a minimum of effort.

***Metro**

The regional government and designated metropolitan planning organization (MPO) of the Portland region. It is governed by a seven-member elected Metro Council and is responsible for regional transportation planning activities, such as the preparation of the 2000 Regional Transportation Plan and the planning of regional transportation projects, including light rail.

Metropolitan Service District (Metro)

A directly-elected regional government, the first of its kind in the nation, responsible for metropolitan aspects of land use planning and other regional services.

***Minimize**

Usually defined to mean reduce to the least possible amount; the word is used in the Central City Transportation Management Plan (CCTMP) to mean manage or control, taking into consideration any other concerns.

Mitigate: ¹¹

To rectify, repair or compensate for impacts which result from other actions.

***Mixed-Use Areas**

Compact areas of development that include a mix of uses, either within buildings or among buildings, and include residential development as one of the potential components.

***Mobility**

The ability to move people and goods from place to place, or the potential for movement. Mobility improves when the transportation network is refined or expanded to improve capacity of one or more modes, allowing people and goods to move more quickly toward a destination.

***Mode Split**

The percentage of trips taken by each of the possible modes of travel (motor vehicle, transit, bicycle, walk). Mode split does not refer to the number of trips. For example, the number of trips by a particular mode may increase, but the percentage of trips by that mode may stay the same or be reduced if there is also growth in the overall number of trips for other modes.

***Motor Vehicle Level-of-Service (LOS)**

A qualitative measure describing operational conditions within a traffic stream. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS ratings of 'A' through 'F' describe the traffic flow characteristics on streets and highways and at intersections, as shown on the following table:

LOS	Traffic Flow Characteristics
A	Virtually free flow; completely unimpeded
B	Stable flow with slight delays; reasonably unimpeded
C	Stable flow with delays; less freedom to maneuver
D	High density, but stable flow
E	Operating conditions at or near capacity; unstable flow
F	Forced flow; breakdown conditions

Greater than F Demand exceeds roadway capacity, limiting volume that can be carried and forcing excess demand onto parallel routes and extending the peak period

(Sources: 1985 Highway Capacity Manual [A through F]; Metro [greater than F])

***Multimodal**

Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

***National Ambient Air Quality Standards (NAAQs)**

Air quality standards for a variety of pollutants.

***Neighborhood**

For the TSP classification system, a neighborhood is an area bounded by Major City Traffic Streets, District Collectors, and/or Neighborhood Collectors.

¹¹ Added by Ordinance No. 160890, June 1988

Nonconforming Use

A building or use that is inconsistent with the zoning regulations. If erected before the enactment of the regulations, it may continue its use, but a new nonconforming or different nonconforming use may not be substituted. Most zoning ordinances prohibit the enlargement of a nonconforming use. Many ordinances permit the rebuilding of the nonconforming premises when destroyed by fire. Once the use is abandoned, however, the right to its restoration is lost and the future use of the premises must conform to the zoning.

***Obstruction**

Something that hinders from passage, action, or operation.

Office of Neighborhood Associations

A City of Portland bureau that provides assistance in developing organizations and information exchange within the city network of neighborhood associations.

***Offset Rule**

Rule adopted by the Oregon Department of Environmental Quality and approved by the federal Environmental Protection Agency in 1990. The rule allows the parking lot of 43,914 spaces to be increased by up to 1,370 spaces, provided that emission offset measures are implemented and an approved contingency plan is in place. Offsets may include alternative work hours, carpooling, and transit subsidies.

***Opticom**

A signal preemption system for emergency response vehicles or transit vehicles.

***Oregon Department of Transportation (ODOT)**

State agency that oversees and maintains the State highway system, under the guidance of the Oregon Transportation Commission.

***Oregon's Statewide Planning Goals**

The 19 goals that provide a foundation for the State's land use planning program. The 19 goals can be grouped into four broad categories: land use, resource management, economic development, and citizen involvement. Locally adopted comprehensive plans and regional transportation plans must be consistent with the statewide planning goals.

Overlay Zones

Overlay zones place special "supplementary" restrictions on the use of land beyond the requirements in the underlying zone. A parcel of land may have more than one overlay zone.

***Owl Service**

Transit service provided during the late evening and early morning hours (12:30 a.m. to 5 a.m.).

***Paratransit**

Non-fixed route service that serves special transit markets, including disabled populations unable to use regular transit service. Other examples include demand-responsive (e.g., dial-a-ride) and contracted fixed-route service.

***Park-and-Ride Facility**

A parking lot or structure in association with a light rail station, transit stop, or transit transfer point. Generally, park-and-rides should provide access to regional route service for areas not directly served by transit. Bicycle and pedestrian access, as well as parking and storage for bicycles, should be considered in locating new park-and-ride facilities.

***Peak-Hour**

Either of the two weekday rush-hour time periods: 7 a.m. to 9 a.m. and 3:30 p.m. to 5:30 p.m.

***Peak Period Pricing**

A transportation management tool that applies market pricing principles to roadway use. Peak-period pricing imposes user surcharges or tolls on congested facilities during peak traffic periods and may allow a reduced price for high-occupancy vehicle (HOV) use.

***Performance Indicator**

A term that describes a characteristic of the transportation system in order to measure progress towards a specific goal.

***Performance Measure**

A method used to assign a value to a performance indicator. Performance indicators measure change over time, and the performance measure is a specific activity or physical change that can be measured.

Plat

A map or chart of a city, town section or subdivision, indicating the location and boundaries of individual properties.

Planning and Sustainability Commission¹²

The Planning and Sustainability Commission is composed of eleven community members appointed by the Mayor and approved by City Council. The Commission's role is advisory to the City Council.

Portland City Council

The City Council is composed of the Mayor and four Commissioners. This body is responsible for adopting Portland's Comprehensive Plan after a series of public hearings.

Portland Metropolitan Region

The urban portions of Multnomah, Clackamas, Washington and Clark counties.

***Port of Portland**

A public agency that owns and maintains five marine terminals, four airports, and seven business parks in the three-county area. The Port is governed by a nine-member commission appointed by the governor.

Principal Use

The main purpose for which land or a building is designated or occupied.

Purveyor

A city or district responsible for the supply of a product or service. In this document, a city or district engaged in supplying water.

***Refinement Plans**

Amendments to the Transportation System Plan. Refinement Plans resolve, at a systems level, determinations on function, mode, or general location that were deferred during the transportation system planning process because the detailed information needed to make those determinations was not available during that process. (*Source: TPR*)

***Regional Center**

A design type designated in Metro's 2040 Growth Concept. After the Central City, regional centers have the region's highest development densities, the most diverse mix of land uses, and the greatest concentration of commerce, offices, and cultural amenities. They are very accessible by both automobile and public transportation,

¹² Amended by Ordinance No. 184046, August 2010

and have streets that are oriented to pedestrians. Gateway is the only regional center in Portland. (*Source: 2000 RTP*)

Resource Enhancement ¹³

Modification of a natural resource or resources to improve the quality or quantity of the resource and resource values. It can include actions that result in increased animal and plant species, increased numbers of types of natural habitat and/or increased amount of area devoted to natural habitat. It may also include improvements in scenic views and sites, increased capacity for stormwater detention or other improvements to resource values.

***Rideshare**

A motor vehicle carrying two or more people for any trip purpose, including work, shopping, etc., but not on a regular schedule.

***Right-of-Way (ROW)**

A public or private area that allows for the passage of people or goods. Right-of-way includes passageways such as freeways, streets, bicycle and pedestrian off-street paths, and alleys. A public right-of-way is one that is dedicated or deeded to the public for public use and is under the control of a public agency.

Riparian Areas ¹⁴

Lands which are adjacent to rivers, streams, lakes, ponds and other water bodies. They are transitional between aquatic and upland zones, and as such, contain elements of both aquatic and terrestrial ecosystems. They have high water tables because of their close proximity to aquatic systems, soils which are usually largely of water-carried sediments and some vegetation that requires free (unbound) water or conditions that are more moist than normal.

Rowhouses

Single-family houses built on narrow lots and without side yards. These houses are built to the property line without any space between them and so when seen, can give the impression of a row of houses.

Short Tons

An amount equal to 2,000 pounds. The term's use in this document refers to the volume of air pollutants.

Sound Transmission Classification (STC)

A measure that is equal to the number of decibels (dB) a sound is reduced as it passes through material. Decibels are a statistical measure of sound or vibrations in the air.

Standard Metropolitan Statistical Area (SMSA)

A U.S. Census Bureau term describing a geographic area consisting of one or more cities of 50,000 population or more and the contiguous counties which are economically and socially integrated with the county containing the central city. Portland is the central city for the SMSA consisting of Multnomah, Washington and Clackamas counties in Oregon and Clark County in Washington.

***State Implementation Plan (SIP)**

State plan for achieving air quality goals to ensure compliance with the requirements of the federal Clean Air Act.

***Station Community**

A 2040 Growth Concept design type located along light rail corridors and featuring a high-quality pedestrian and bicycle environment. Station communities are designed around the transportation system to best benefit from the

¹³ Added by Ordinance No. 160890, June 1988

¹⁴ Added by Ordinance No. 160890, June 1988

public infrastructure. They include some local services and employment, but are primarily residential developments oriented toward the Central City, regional centers, and other areas that can be accessed by rail for most services and employment. (*Source: 2000 RTP*)

Stormwater Runoff

The water which is not absorbed into the ground during and after a storm which then flows over the land.

***Street Tree**

A tree growing within the public right-of-way between the travel lanes and the property line.

Subdivision

The process of dividing a given area of land into sites, blocks or lots with streets or roads and open spaces; also, an area so divided.

***Sustainable**

Methods, systems, or materials that will not deplete nonrenewable resources or harm natural cycles.

***Town Center**

A 2040 Growth Concept design type that functions as a local activity area and provides close access to a full range of local retail and services within a few miles of most residents. Town centers do not compete with regional centers in scale or economic diversity, but they will offer some specialty attractions of regional interest. Town centers have excellent multimodal access and connections to regional centers and other major destinations. (*Source: 2000 RTP*)

***Traffic Calming**

Roadway design strategies to reduce vehicle speeds and volumes, aimed at improving traffic safety and neighborhood livability. Traffic calming measures include, but are not limited to, traffic-slowing devices. Examples of other traffic calming measures are traffic diverters, curb extensions, and medians.

***Traffic-Slowing Devices**

Devices that slow emergency response vehicles as well as general traffic. Speed bumps and traffic circles are the only traffic-slowing devices currently used.

***Transit Center**

A location where a number of bus and/or high-capacity transit vehicles stop. Generally, transit centers contain waiting areas, transit information, and timed transfer opportunities.

***Transit-Oriented Development**

A mix of residential, retail, office, and other uses and a supporting network of streets, bikeways, and pedestrianways oriented to a light rail station or transit service and the pedestrian network. Transit-oriented development should include high-density residential development near transit service to support the neighborhood commercial uses and have a lower demand for parking than auto-oriented land uses.

***Transit-Oriented Land Uses**

Activities which by their design attract, or have the potential to attract, a significant proportion of customers and employees by means of transit, bicycle or pedestrian modes. Such land uses have a lower demand for parking than auto-oriented land uses.

***Transportation Demand Management (TDM)**

Actions taken to change travel behavior in order to improve the performance of transportation facilities, reduce the need for additional road capacity, and reduce impacts on residential neighborhoods. Examples include

encouraging the use of alternatives to single-occupant vehicles (SOVs), ridesharing and vanpools, parking management, and trip-reduction ordinances.

***Transportation Disadvantaged**

Individuals who have difficulty obtaining transportation because of their age, income, disability, or who are transit dependent for other reasons.

***Transportation District**

For TSP purposes, one of the eight Transportation Districts identified: Central City, North, Northeast, Far Northeast, Southeast, Far Southeast, Northwest, and Southwest.

***Transportation Facilities**

Any physical facility that moves or assists in the movement of people or goods, but excluding electricity, sewage, and water systems. (*Source: TPR*)

***Transportation Management Association (TMA)**

Groups of businesses or institutions that develop TDM measures in order to reduce the need for commuter and visitor parking. Measures may include carpool-matching services, transit subsidies, shuttle vans, or encouraging alternatives to the automobile.

***Transportation Planning Rule (TPR)**

The implementing rule of Statewide Planning Goal 12 dealing with transportation, as adopted by the State Land Conservation and Development Commission (LCDC). Among its provisions, the TPR requires reducing vehicle miles traveled (VMT) per capita by 15 percent in the next 30 years, reducing parking spaces per capita by 10 percent in the next 20 years, and improving opportunities for alternatives to the automobile.

***Transportation System Management (TSM)**

Strategies and techniques for increasing the efficiency, safety, or level-of-service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices (including installing medians, channelization, access management, and ramp metering), incident response, targeted traffic enforcement, preferential transit measures, and restriping for high-occupancy vehicle lanes.

***Transportation System Plan (TSP)**

A plan for one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between modes and within and between geographical and jurisdictional areas.

***Tri-Met**

Tri-County Metropolitan Transportation District, the transit agency for most of Clackamas, Multnomah, and Washington Counties.

***Trip**

A journey made by any mode between an origin and a destination. Trips can be categorized as follows:

- Regional trip – A trip that has neither trip origin nor destination within the Portland metro area.
- Interregional trip – A trip that has one trip end within the Portland region and the other trip end outside the Portland region.
- Interdistrict trip – A trip that starts in one Transportation District and ends in another Transportation District.
- Intradistrict trip – A trip that starts and ends within the same Transportation District.
- Non-local trip – A trip that extends beyond the length of the functional purpose described in a street’s classification description.

***Trip End**

The origin or destination point of a journey.

***2040 Growth Concept**

A concept for the long-term growth management of our region, developed by Metro. It describes the preferred form of regional growth, including where growth should be clustered, what the appropriate densities are for various land use design types, and which areas should be protected as open space. The 2040 Growth Concept was adopted as part of the Regional Urban Growth Goals and Objectives (RUGGOs) in 1995. (*Source: 2000 RTP*)

***2000 Regional Transportation Plan (RTP)**

The 20-year transportation plan developed by Metro to guide transportation in the region. The RTP is the region’s transportation system plan that is required by the Transportation Planning Rule.

Uniform Building Code:

See: **Building Codes**

Uplands: ¹⁵

Lands not characterized by the presence of riparian areas, water bodies or wetlands.

Upzoning

A change from the current zoning classification of land to increase the intensity or density of development permitted. The opposite is downzoning.

Urban Growth Boundary

A line which delineates the future development of the urban area. Within the boundary, all the facilities and services necessary for urban development will be provided; outside the boundary, service extensions will be restricted and development restricted in intensity. The LCDC goal on urbanization requires that all incorporated cities in Oregon establish such urban growth boundaries.

***Urban Growth Management Functional Plan (UGMFP)**

A regional functional plan with requirements binding on cities and counties in the Metro region, as mandated by Metro’s Regional Framework Plan. The plan addresses accommodation of projected regional population and job growth, regional parking management, water quality conservation, and limits on retail uses in employment and industrial areas.

Variance and Adjustment

The granting of relief from the terms or conditions of a building or zoning law by a public agency vested with the power to authorize it. The granters of a variance usually require a showing that the controlling zoning regulations inflict a special hardship on the owner of the property in question. An example is where conformance to depth or width standards applied to an odd-shaped lot would prevent the owner from placing a home on his or her property

¹⁵ Added by Ordinance No. 160890, June 1988

unless the variance were granted. Portland's new zoning code (adopted in 1990 and effective on January 1, 1991) eliminated variances. Exceptions to development standards are allowed through an adjustment process. Adjustments differ from variances in that they may be granted when the proposed development meets the purpose of the provision to which an adjustment is requested. A showing of hardship is not required for an adjustment.

***Vehicle Miles Traveled (VMT) per Capita**

Miles driven in automobiles per person on average. The Transportation Planning Rule requires a 10 percent reduction of VMT per capita within 20 years of adoption of a Transportation System Plan, and an additional 5 percent reduction within 30 years of adoption of the TSP. The VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously but, because the population will continue to grow, it does not mean an overall reduction in the amount of miles driven.

Water Bodies: ¹⁶

Permanently or temporarily flooded lands which may lie below the deepwater boundary of wetlands. Water depth is such that water, and not the air, is the principal medium in which prevalent organisms live, whether or not they are attached to the bottom. The bottom may sometimes be considered nonsoil or the water may be too deep or otherwise unable to support emergent vegetation. Water bodies include rivers, streams, creeks, sloughs, drainageways, lakes and ponds.

Wetland ¹⁷

An area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include swamps, marshes, bogs and similar areas.

***Woonerf**

A type of street design where multiple modes of travel mix in a shared space. Typically, the street carries relatively low volumes of auto traffic and travel speeds are very low. In concentrated shopping areas, woonerf design would focus on pedestrian movement.

Zoning

In general, the demarcation of a city by ordinance into zones and the establishment of regulations to govern the use of the land and the location, bulk, height, shape, use and coverage of structures within each zone.

¹⁶ Added by Ordinance No. 160890, June 1988

¹⁷ Added by Ordinance No. 160890, June 1988

Appendix C

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