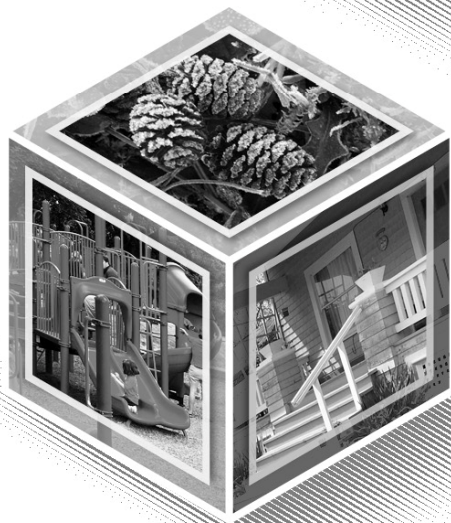


Comprehensive Plan Goals and Policies



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

Adopted October 1980

Includes Amendments Adopted Through Nov. 2011

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TABLE OF CONTENTS

	<u>Page</u>
Preface	Preface-1
Introduction to Original Comprehensive Plan Goals & Policies	Intro-1
A Vision of Portland's Future	V-1
<u>Goals, Policies & Objectives</u>	
1 Metropolitan Coordination	1-1
2 Urban Development	2-1
3 Neighborhoods	3-1
4 Housing	4-1
	Housing Supply Policies
	Safety and Quality Policies
	Housing Opportunity Policies
	Housing Affordability Policies
5 Economic Development	5-1
6 Transportation	6-1
	Coordination and Involvement Policies
	Street Classification and Description Policies
	Transportation Function Policies
	Land Use and Transportation Policies
	Pedestrian and Bicycle Policies
	Public Transportation Policy
	Parking and Demand Management Policies
	Freight, Terminals, and Truck Policies
	Regional Transportation Policies
	Transportation Districts Policies
7 Energy	7-1
8 Environment	8-1
	Air Quality Policies
	Water Quality Policies
	Land Resources Policies
	Noise Policies
	Aggregate Resources Policies
	RF Emissions Policies
9 Citizen Involvement	9-1
10 Plan Review and Administration	10-1
11 Public Facilities	11-1
	A. General Policies
	B. Public Rights-of-Way Policies
	C. Sanitary and Stormwater Facilities Policies
	D. Solid Waste Policies
	E. Water Service Policies
	F. Parks and Recreation Policies
	G. Public Safety Policies: Fire
	H. Public Safety Policies: Police
	I. Schools Policies
	J. Portland International Airport Policies
12 Urban Design	12-1
<u>Appendices</u>	
Appendix A	Amendments to Ordinance No. 150580 A-1
Appendix B	Glossary B-1
Appendix C	Bibliography C-1

Credits/Acknowledgments to 1980 Comprehensive Plan

Inside Back Cover

Includes Amendments Effective Through November 2011

PREFACE

On October 16, 1980, the Portland City Council adopted a Comprehensive Plan for the City, including Goals, Policies, Objectives and a Plan Map, to guide the future development and redevelopment of the City.

The Comprehensive Plan was intended to be dynamic, able to inspire, guide, and direct growth in the City while also responding to change through amendment and refinement. Since adoption, the Goals, Policies and Objectives of the Plan have been amended to respond to new circumstances, special studies, new technology, and changes in state land use regulations. This document contains the latest revisions to the Goals, Policies, and Objectives to reflect these changing conditions.

This document also contains “A Vision of Portland’s Future.” The vision statement was adopted by City Council with the Comprehensive Plan, and provides a synopsis of Portland’s expectations for the future.

The introduction to the original Comprehensive Plan Goals and Policies document is also included. While it is dated, it nevertheless contains much useful information and represents an important reference point to the Plan’s original formulation and adoption.

Appendix A, Amendments to Ordinance 150580, also provides a useful reference point. This section provides a chronology of goal and policy amendments to the original Comprehensive Plan beginning in 1981 shortly after the Plan’s adoption and continuing to the present. It lists each ordinance number, date, topic, and project name. Appendix A will be updated with future reprints of this document.

INTRODUCTION

(to original Comprehensive Plan Goals and Policies document)

What the Plan Does

The purpose of the Comprehensive Plan is to provide a coordinated set of guidelines for decision-making to guide the future growth and development of the city. Development of methods to implement these guidelines is also required if the Plan is to accomplish the desired results. The plan provides the city with:

- A set of Land Use and Public Facilities Goals and Policies to guide the development and redevelopment of the city.
- A Comprehensive Plan Map and a set of regulations for development, including a revised Zoning Code, to carry out the Policies.
- A guide for the major public investments required to implement the Plan.
- A process for review and amendment of the Plan

State and Regional Policies and Requirements

Comprehensive planning in Oregon was mandated by the 1973 Legislature with the adoption of Senate Bill 100 (ORS Chapter 197). Under this Act the State Land Conservation and Development Commission (LCDC) was created and directed to adopt state-wide planning Goals and Guidelines. These Goals and Guidelines were adopted by LCDC in December 1974 and became effective January 1, 1975.

The intent and authority of the state-wide planning Goals and Guidelines was described in 1973 in The State Journal:

"Goals are intended to carry the full force of authority of the state to achieve the purposes . . . of the Act. Goals are regulations and the basis for all land use decisions relating to that goal subject.

Guidelines . . . are suggested directions that would aid local governments in activating the mandated goals. They are intended to be instructive, directional and positive, but not limiting local governments to a single course of action when some other course would achieve the same result"

Under state law, comprehensive plans and any ordinances or regulations implementing the plans must comply with the state-wide planning Goals.

LCDC adopted nineteen state-wide goals, of which fourteen apply to Portland. The remaining Goals apply only to coastal areas or outside a designated urban growth boundary. The applicable Goals are:

1. Citizen Involvement
2. Land Use Planning
4. Forest Lands
5. Open Space, Scenic and Historic Areas and Natural Resources
6. Air, Water and Land Resources Quality
7. Areas Subject to Natural Disaster and Hazards
8. Recreational Needs
9. Economy of the State
10. Housing
11. Public Facilities and Services
12. Transportation
13. Energy Conservation
14. Urbanization
15. Willamette River Greenway

The Comprehensive Plan has been prepared, in part, to satisfy the requirements and Goals of the Land Conservation and Development Commission. The fourteen LCDC Goals which apply to Portland are addressed in various sections of the Plan, some as individual topic areas, while others are combined into broader sections. The LCDC requirements for Housing, Economy, Transportation, Energy, Urbanization and Public Facilities and Services remain as individual sections. The other LCDC goals are combined into broader sections. The development of the Comprehensive Plan Map and various Zoning Code provisions also reflect the requirements of the LCDC Goals and Guidelines. The LCDC Goal for the Willamette River Greenway is addressed by creation of a special overlay zoning category to meet the objectives of the Goal.

The 1973 Legislature also adopted Senate Bill 769. The Act has expanded the powers of the Columbia Region Association of Governments (CRAG) and granted CRAG authority to "coordinate regional planning in metropolitan areas" and to "establish a representative regional planning agency to prepare and administer a regional plan" (ORS 197.705). The Comprehensive Plan is consistent with Regional Goals and Objectives adopted by CRAG and now being administered by the Metropolitan Service District (Metro). Metro replaced CRAG as the official planning agency in 1979.

The comprehensive planning activities of surrounding jurisdictions have been considered in the development of the Comprehensive Plan, including Multnomah, Washington and Clackamas counties, and the cities of Lake Oswego, Milwaukie, Gresham and Beaverton. Additional coordination will occur through Metro, including any that is necessary with special districts.

Land Use Goals and Policies

The Land Use Goals and Policies provide a written framework for future program and funding decisions related to urban development, as well as addressing a broad range of urban issues. The ten land use elements in Portland's Plan are:

- Goal 1: Metropolitan Coordination
- Goal 2: Urban Development
- Goal 3: Neighborhoods
- Goal 4: Housing
- Goal 5: Economic Development
- Goal 6: Transportation
- Goal 7: Energy
- Goal 8: Environment
- Goal 9: Citizen Involvement
- Goal 10: Plan Implementation and Review Process.

There are a number of major policy areas which have recently been addressed as separate issues. Policies for transportation, housing, energy and economic development were all adopted by City Council prior to adoption of the Comprehensive Plan and served as the basis for these Plan elements.

The Arterial Streets Classification Policy (ASCP), adopted in June 1977, has been incorporated as the major policy framework of the Transportation element of the Comprehensive Plan. The six policy statements adopted by City Council in March 1978 as the Housing Policy for the City of Portland have been included in the Housing element of the Plan, and the Energy goal and policies adopted by City Council in August 1979 as the Energy Policy for the City of Portland comprise the Energy element of the Plan. Similarly, the Economic Development policies adopted by City Council in March 1980 as the Economic Development Policy for the City of Portland (revised, 1988) have been included in the Economic Development element of the Plan.

The remaining Land Use Goals and Policies have been developed by Bureau of Planning staff with participation by other bureaus. Guidance for these Policies was obtained from the citizen involvement activities to date, local agencies, State and Metro requirements.

The Goals and Policies of the Comprehensive Plan provide the context and guidance for future City programs, major capital projects and other funding decisions. These Goals and Policies respond to the needs and conditions which exist presently and will provide the initial guidance for decision-making during the next twenty years. Where major development decisions are being proposed, State law requires consistency with the Comprehensive Plan. Physical conditions, economic factors, environmental considerations and citizen's attitudes do not remain static, but change over time. Therefore, these Goals and Policies must be reviewed periodically and be modified when necessary to respond to changing conditions.

Public Facilities Goals and Policies

Public Facilities and Services is the eleventh element in Portland's Plan. The Public Facilities Goals and Policies guide how the City spends money each year to maintain and construct the physical facilities and public services which are necessary to support the implementation of the Land Use Policies and the Comprehensive Plan Map. Facilities and services include public rights-of-way, sanitary and stormwater services, water services, parks, fire and police services. The Policies for these sections were developed in cooperation with the Department of Public Works and the Bureaus of Water, Parks, Fire and Police. The Policies on schools were developed by planning staff after advice and review by the Portland School District #1 staff.

No comprehensive plan can be effective unless there is close coordination with the provision of urban facilities and services. Primary facilities, such as water and sewer service, must be planned and programmed to support the level of land use activities proposed by the Plan. Public facilities are expensive and must be scheduled in a highly effective and efficient manner. The Capital Improvements Program (CIP) is an ongoing planning and budgeting process for allocating the City's funds for construction and maintenance of these facilities and services. The Comprehensive Plan provides basic guidance to the City bureaus concerning the future location and densities of housing, commercial and industrial activity. City Council budget decisions on CIP project proposals serve to implement the physical facility and public service requirements for the future consistent with the objectives of the Plan.

Comprehensive Plan Map

The Comprehensive Plan Map shows the type, location and density of land development and redevelopment permitted in the future. It was developed by applying the Land Use Goals and Policies to all land within the city. In the specific application of a land use designation to property, many factors were taken into account: topography and other physical features; existing land use and zoning; specific recommendations from public review of various drafts of the Comprehensive Plan; adopted City policies having land use impacts; adopted neighborhood plans; and existing and proposed redevelopment activities.

The Plan Map is not the same as the Zoning Map, in either a legal sense or in its effect. The Plan Map is an official description of where and to what level future zoning should be permitted. It shows a pattern for future development which will accomplish the purposes of the Goals and Policies. In a landmark decision, the Oregon Supreme Court, in Baker vs. the City of Milwaukie, established that zoning must comply with the limits set by a comprehensive plan. Thus, the land use designations of a comprehensive plan are "superior" to a zoning map. In other words, the Zoning Map cannot allow land uses which are more intensive than those allowed by the Comprehensive Plan Map.

There is an important distinction that needs to be established about the use of the Comprehensive Plan Map. Much of the area of the city will retain the same land use designation and zoning that currently exists. There are, however, many areas in the city which are recommended to be "downzoned", that is, changed to a more restrictive zoning category such as from a multifamily residential zone to a single-family residential zone. Where this is recommended, the Baker vs. the City of Milwaukie decision requires that the downzoning may be acted upon as a legislative action, rather than quasi-judicial, and may be accomplished at the time of Plan adoption as a single action.

The reverse case, however, is not required. When the Comprehensive Plan Map identifies an area or parcel of land as appropriate for a less restrictive use, zoning will only be changed on a case-by-case basis, using the standard zoning procedures. Since the Plan Map designates the most intense uses allowable for property, zoning classifications that are more restrictive are not "inconsistent" with the Comprehensive Plan. This issue was addressed by the Oregon Court of Appeals in a case called *Maracci vs. the City of Scappoose*, 26 OR App 131 (1976). A portion of this court decision addresses this issue very well. According to Maracci:

"*Baker vs. the City of Milwaukie*, 21 OR 500 (1975), does not stand for the proposition that every land use determination must at all times literally comply with the applicable comprehensive plan.

In *Baker*, the Supreme Court only held it was improper to permit new development that was lawful under a zoning ordinance, but more intensive than allowed by the comprehensive plan.

In other words, the comprehensive plan only establishes a long-range maximum limit on the possible intensity of land use; a plan does not simultaneously establish an immediate minimum limit on the possible intensity of land use. The present use of land may, by zoning ordinance, continue to be more limited than the future use contemplated by the comprehensive plan.

If the applicable comprehensive plan contains no timetable or other guidance on the question of when more restrictive zoning ordinances will evolve toward conformity with the more permissive provisions of the plan . . . we hold that determination of when to conform more restrictive zoning ordinances with the plan is a legislative judgment to be made by a local government body and only subject to limited judicial review for patent arbitrariness."

In adopting a comprehensive plan, a governing body necessarily makes a great number of legislative and policy judgments about what the future use of land might and should be. It is just as much a legislative judgment when the local government body is called upon to decide whether 'the future has arrived' and it is therefore appropriate to conform the zoning with the planning."

Taking the approach of doing all "downzoning" when the Plan is adopted (required by law) but not processing the "upzoning" until requested, follows the logic of the court and keeps existing uses, which are more restrictive than allowed by the Comprehensive Plan Map, from being prematurely "forced out" of an area. For example, the Plan Map may designate an area as appropriate for future apartment use. If the land is currently zoned and developed for single-family houses, it would remain zoned for single-family use until such time as the private market determined that it was economically feasible to redevelop the land for multifamily use and application for a zone change was submitted and approved.

The Plan Map provides a clear description of where zoning changes may and may not be granted and up to what classification they may be approved. Applications for change must still prove that the particular parcel of land is appropriate for redevelopment at a particular time as required by the *Fasano* decision. The Plan Map provides guidance for these decisions at a relatively fine level of detail. Considerations such as whether the request is in the public interest at a particular time or whether there are other more suitable sites available for the use within the jurisdiction must still be proven through the quasi-judicial process of zoning.

There are some locations in the city which may be appropriate for more intense use of the land in the fairly near future, i.e., within five years. However, there are other areas which may not be appropriate for more intense uses for ten, fifteen or every twenty years. Such areas may have severe development problems, such as poor streets. Special environmental problems may need to be overcome prior to granting zoning changes, such as use of special development techniques for areas with steep slopes or problem soil conditions. In such cases, the solution of these considerations must be proven prior to approval of zoning to the highest level permitted by the Comprehensive Plan Map.

For example, if an area is designated as appropriate for a large commercial use, but there were presently inadequate sanitary sewers to service such uses, storm drainage or parking problems and inadequate internal traffic circulation, these conditions would have to be remedied by either public or private action before the Planning Commission or City Council should grant zoning changes to the industrial designation. Even with these existing conditions, the land use designation of the Comprehensive Plan is appropriate for the future because the area may have excellent access to major transportation facilities, be adjacent to similar existing uses, be presently undeveloped land, provide relief for a shortage of such uses and have other factors which make the other uses less appropriate. The determination of when the overall conditions are right for changing the zoning in such an area would remain in the hands of the Planning Commission and City Council.

The Zoning Code

The Zoning Code (Title 33 of the Code of the City of Portland) is not a part of the Comprehensive Plan. Rather, it is the major implementation tool of the Comprehensive Plan Map. Since the Map is the application of the Goals and Policies to specific locations within the city, the Zoning Code must be consistent with the land use designations and provide the definitions and standards for implementing the Comprehensive Plan.

The LCDC Goals and Guidelines require ". . . ordinances controlling the use and construction on the land, such as building codes, sign ordinances, subdivision and zoning ordinances . . ." be adopted to carry out the Plan. The proposals for modifying the Zoning Code are necessary to accomplish the basic aims of the Comprehensive Plan's Goals, Policies and Plan Map.

Review and Updating of the Plan

No comprehensive plan or map can remain completely appropriate for twenty years. People's attitudes and desires change as well as economics and technology. Portland's Comprehensive Plan will undergo a major review every five years to assure that it remains an up-to-date and workable framework for development. These reviews will include technical evaluations, a report on the Plan's progress and citizen involvement to evaluate the Plan's effectiveness. Formal hearings will be held before the Planning Commission and, if significant changes appear to be desirable, recommendations for amendments will be heard by the City Council who may then formally modify the Plan.

If rapidly changing conditions indicate that reconsideration of the Plan's Goals and Policies is warranted between the regular five-year review periods, modifications to the Plan may be initiated by the City Council or Planning Commission at any time. Any citizen or group may request the Council or Commission to initiate a Plan amendment but formal direction for study may only come from these official bodies.

Modifications to the Comprehensive Plan Map may be requested by affected property owners. The Planning Commission may reject the request if, in its opinion, the request violates the intent of the Plan. Criteria for guiding such a determination will be based on considerations such as the extent of the change in classification, the proximity to similar classifications, the character of the area, the level of municipal services and the overall effect of the intent and purpose of the Plan.

When a Map amendment request is submitted, appropriate zoning may be requested and processed concurrently, thereby not requiring two separate processing procedures and, therefore, twice the time. If the Comprehensive Plan Map change is granted, the zoning may be acted upon immediately afterward.

The regular review process for amendments to the Plan and requests for modifying the Land Use Plan will require notification of affected citizens and groups and a formal public hearing. The procedures

will be the same as for standard zoning change requests. In the case of a major Plan review, citizen involvement activities of a more extensive nature will be used.

Designing Portland's Comprehensive Plan

The first task in writing a comprehensive plan is deciding upon the planning process, the specific time schedule and list of steps that the participants will follow, from initial research to final plan adoption and implementation.

In designing the process for Portland's planning effort, there were two important constraints to consider. One was time and the other was money. The initial deadline, imposed by the LCDC for completion of a comprehensive plan, was July 1979. There was a possibility for extension to December 1979, and at the latest, July 1980. LCDC was willing to allocate funds for comprehensive planning, but the amount would decrease each year until the final deadline of 1980.

Citizen involvement in land use planning is mandated by LCDC Statewide Planning Goal 1, Citizen Involvement. This Goal requires the formation of a Committee for Citizen Involvement to be responsible for "assisting the governing body with the development of a program that promotes and enhances citizen involvement in land use planning, assisting in the implementation of the citizen involvement program and evaluating the process being used for citizen involvement."

The Portland Committee for Citizen Involvement (CCI) was formed in January 1976 and drafted a citizen participation report outlining procedures for citizen involvement in the comprehensive planning process, which was adopted by the City Council in March 1976.

While considering the best method for developing a comprehensive plan for Portland, Bureau of Planning staff met with planning directors throughout the region to learn of their experiences. The opinions of City bureau administrators and their staff were solicited. In addition, the CCI hosted a meeting to which representatives from neighborhood associations, civic groups and trade organizations were invited to discuss Portland's planning process. There were several proposals under consideration and the Planning staff attended or sponsored close to 60 meetings to talk about the problems and benefits of each one.

Finally, a recommendation was presented to the Portland Planning Commission at a public hearing in March 1977 and a comprehensive planning process was adopted by City Council on May 4, 1977 by Resolution No. 31870.

It is difficult to anticipate every contingency in designing a series of steps to follow and our planning process was no exception. When interested citizens tried to work within the process it became apparent that some amendments were needed. Citizen concerns centered around lack of time for citizen review, apparent absence of City policy coordination and insufficient individual neighborhood planning.

The Committee for Citizen Involvement invited neighborhood associations and other interested groups to attend a November 1977 meeting to record their concerns and to suggest changes to the planning process. The CCI then recommended process revisions to the Planning Commission and the Planning staff. During December, January and February the staff worked with citizens to iron out differences and a revised planning process was adopted by City Council on March 22, 1978 (Resolution No. 32066). The amended process added three important elements:

- Each of the City's neighborhood associations would receive a "neighborhood planning kit" to allow them to record localized problems and concerns which they would like to see addressed in the Comprehensive Plan.
- The first draft of the Bureau of Planning recommendation would include elements of other city policy proposals relevant to the comprehensive plan.
- After completion of the first draft plan an additional six months would be provided for citizen review prior to formal public hearings.

The preparation of the Comprehensive Plan has taken close to three years and has, as its foundation, an extensive public involvement effort. Since the fall of 1977, surveys, publications, workshops, conferences and meetings have focused on soliciting response to two questions:

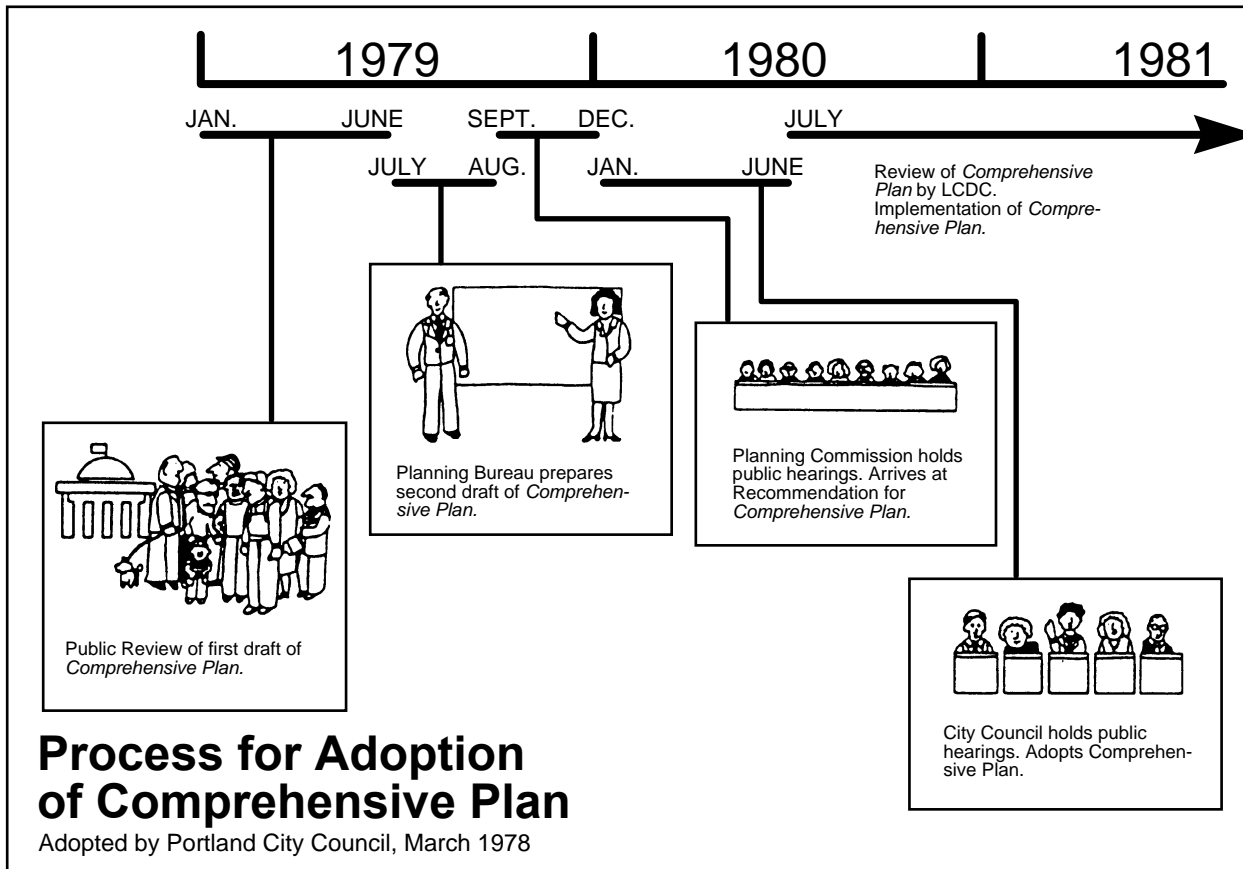
1. What goals are most important for the city to accomplish?
2. What kind of comprehensive plan will best accomplish those goals?

Since no one plan can hope to accomplish all goals equally well, Bureau of Planning staff prepared three different plans, or alternatives, to initiate discussion of these questions. Neighborhood associations, working together in planning districts, were asked to review the three alternatives and to determine if an additional alternative was necessary to provide an adequate range of choice for public discussion.

In April 1978, all alternatives for each district were published in City Planner: District Editions and distributed to over 33,000 people. Included with the District Editions was an Opinion Poll asking the respondents to check the most important goals or qualities from a list of 32 and to rate the alternative that he or she felt best achieved those important qualities.

The results of the Opinion Polls and an analysis of other responses, including testimony from a series of town hall meetings hosted by the Planning Commission in late spring of 1978, were considered along with adopted or proposed city policy and state and regional requirements in the preparation of a first draft of a comprehensive plan—the Discussion Draft.

Publication of the Discussion Draft Comprehensive Plan in January 1979 marked the beginning of the second major citizen involvement effort in the development of Portland's Comprehensive Plan. During the January to June review period, the Discussion Draft was the subject of over 80 staff-attended neighborhood, business and service group meetings, two citizen conferences and nine Planning Commission-hosted town hall meetings.



The first citizen conference, in February 1979, consisted of an overview of the newly published Discussion Draft and a series of workshops on specific Draft elements. Many suggestions for changes were received during the spring following the first conference, and a second conference was held in May 1979 to solicit citizen opinions for changing some aspects of the Discussion Draft. The nine town hall meetings, hosted by members of the Planning Commission, were held from February to April in various high schools around the city. Testimony and forms submitted at the meetings are part of the citizen response record.

Public response to the Draft was received by the Planning staff from other sources, including questionnaires as part of the Discussion Draft, public comment and map response forms received at meetings and through the mail, official statements from neighborhood, civic and business organizations and discussion with city, county, regional and state staff.

The Proposed Comprehensive Plan was reflective of many of the citizen responses to the Discussion Draft. As a result, Goals and Policies have been added to and modified; proposed revisions to the Zoning Code have been refined; and a significant number of requested Comprehensive Map changes have been considered and adopted.

From September to October 1979, the Planning Commission conducted eight public hearings throughout the city to receive testimony on the Proposed Comprehensive Plan and Zoning Code revisions. During the public hearings numerous recommendations for changes in the Goals and Policies, the Plan Map and Zoning Code revisions were submitted by individual citizens, business people and representatives of special interest groups. In a subsequent series of work sessions the Planning Commission took under advisement the staff recommendations, the public testimony and individual requests for amendments to the Proposed Comprehensive Plan.

The Recommended Comprehensive Plan adopted by the Planning Commission on November 8, 1979 was submitted to the City Council in January 1980. The City Council considered the Planning Commission's recommendation at public hearings beginning in February 1980. On October 16, 1980, the City Council passed Ordinance No. 150580 adopting the City of Portland Comprehensive Plan.

A Vision of Portland's Future

Portland is more than a geographic area—it is a way of life. Many characteristics combine to provide the unique livability of the city: the physical setting of hills, trees and rivers, accented by snowcapped peaks on the horizon; a dynamic urban setting, enhanced by the intense yet human character of the Downtown; an active seaport a hundred miles from the ocean; thriving businesses and industries providing diversified employment; and a variety of neighborhoods, each unique in character, allowing for a broad range of lifestyles.

The passage of time inevitably brings changes. Portland today differs from the city of twenty or a hundred years ago; it differs from the city of yesterday. The future seems to be arriving at an ever-increasing pace and in ways that could damage the character and livability of the urban area. Portland is an urban area — a fact that cannot change. The task facing us is to retain the most important characteristics of our city in the face of changes we cannot control and by managing, as well as possible, those forces we can control. We must accept some changes or we run the risk of losing all the things that make Portland "one of America's most livable cities".

The qualities that make Portland so livable continue to draw more households to the city. Energy resources, particularly petroleum products, are becoming both more expensive and more scarce. Land and housing costs continue to increase, as do the costs for providing needed public facilities and services. Planning for the future must respond to these factors while preserving the city's economic health and livability.

Portland has historically developed into a land use pattern that is, and can continue to be, basically sound. The early cities of East Portland, St. Johns, Albina, Sellwood and Linnton now form a series of commercial, industrial and residential centers within Portland. The trolley lines that joined these cities to downtown Portland and to such "suburban" communities as Multnomah, Lents, Woodlawn, Kenton and Sunnyside, became major transportation corridors still used today. Downtown Portland developed as the major activity center of the metropolitan region, providing a financial, retail, industrial, cultural and residential core that is still alive and energetic, and must remain so. Well established, close-in industrial and distribution areas provide diverse employment opportunities close to a broad range of housing options.

The Comprehensive Plan calls for maintaining this basic development pattern while providing direction for responding to the future's demands. The proposed land use pattern limits the more intense residential densities to areas which reinforce the workability of public transit. The commercial centers along transit corridors are designed for new land uses which are not highly dependent on the automobile. A "new" type of single-family housing type allows some increase in density, reduces land and construction costs per unit and yet retains the qualities of the traditional single-family neighborhoods that now exist.

Provisions are included which allow more efficient use of larger homes and vacant land, encourage apartment developments to be more compatible with other residential uses, promote energy conservation, strengthen and protect industrial areas, preserve and enhance environmental quality in the city and stabilize existing neighborhoods from uncontrolled development speculation and deterioration. While to some people, any change appears to lessen livability, the Plan is designed to keep this change reasonable. In these ways, more affordable housing opportunities and more employment opportunities can be made available to encourage and provide for the needs of a diverse population. More effective use of public facilities is possible, more people can be closer to existing employment and shopping services, costly urban sprawl can be reduced and public transit can be more accessible to more people.

In the year 2000 the Downtown skyline will be different, with new development reaching upward, as well as unique, older areas being preserved. Both of these characteristics must work together to keep the city center alive. Residential areas will retain their individual character but with some increase in density to reduce urban sprawl, increase energy efficiency and provide more affordable housing options. Neighborhoods will generally remain single-family oriented with owner-occupied houses, both detached and attached, strengthening neighborhood stability. Opportunities for rental units will cluster around corridors and centers which have good access for public transit to and from employment centers and shopping. Commercial and industrial activities will remain active and dynamic as existing firms continue to grow and new firms choose Portland as their home.

Portland's history and character have provided a sound foundation for the continued development of the city. The city must build on that foundation as we meet the challenges of the future and respond in a manner which retains that unique "Portland" character.

The Comprehensive Plan Vision Statement has been augmented by the Vision Statements adopted with other Plans developed and adopted following enactment of this Comprehensive Plan. Vision statements of these later plans add detail to the Comprehensive Plan Vision and provide more specific guidance for the sub-areas of Portland these subsequent plans have focused on. Other plans including vision statements which are added to this Comprehensive Plan Vision are:

- The Central City Plan, Adopted by Ordinance No. 160606 (March 1988).
- Albina Community Plan, Adopted by Ordinance No. 166786 (July 1993).
- Concordia Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993).
- Eliot Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993).
- Humboldt Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993).
- Irvington Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993).
- Kenton Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993); amended by Ordinance No. 175210 (December 2000).
- King Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993).
- Piedmont Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993).
- Sabin Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993).
- Woodlawn Neighborhood Plan, Adopted by Ordinance No. 166786 (July 1993).
- Richmond Neighborhood Plan, Adopted by Ordinance No. 168280 (November 1994).
- Woodstock Neighborhood Plan, Adopted by Ordinance No. 169488 (November 1995).
- Downtown Community Association's Residential Plan, Adopted by Ordinance No. 170347 (July 1996).
- Creston Kenilworth Neighborhood Plan, Adopted by Ordinance No. 172365 (June 1998).
- Hollywood and Sandy Plan, Adopted by Ordinance No. 174325 (April 2000).
- Southwest Community Plan: Vision, Policies, and Objectives, Adopted by Ordinance No. 174667 (July 2000).
- Guild's Lake Industrial Sanctuary Plan, Adopted by Ordinance No. 176092 (November 2001).
- Portsmouth Neighborhood Plan, Adopted by Ordinance No. 176614 (June 2002).
- Marquam Hill Plan Volume 1: City Council Revised Marquam Hill Plan, Adopted by Ordinance No. 176742 (July 2002); readopted by Ordinance No. 177739 (July 2003).
- St. Johns/Lombard Plan, Adopted by Ordinance No. 178452 (May 2004).
- Northwest District Plan, Adopted by Ordinance No. 183269 (October 2009).