

# 11

## PUBLIC FACILITIES

### GENERAL GOAL & POLICIES

#### GOAL:

- 11 A Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.**

#### POLICIES & OBJECTIVES:

##### 11.1 Service Responsibility<sup>1 2</sup>

- A.** Within its boundaries of incorporation, the City of Portland will provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

- (1) streets and other public ways;
- (2) sanitary and stormwater sewers;
- (3) police protection;
- (4) fire protection;
- (5) parks and recreation;
- (6) water supply;
- (7) planning, zoning, buildings and subdivision control.

The City of Portland should encourage the planning efforts of those agencies providing the following services:

- (8) public schools;
- (9) public health services;
- (10) justice service;
- (11) solid waste disposal;
- (12) energy and communication services;
- (13) transit services.

- B.** Outside its boundaries of incorporation, the City of Portland shall:

- (1) Acknowledge the City's role as principal provider of urban services within the City's established Urban Services Boundary and plan for the eventual delivery of urban services according to a phased program of improvements meeting the service needs of individual areas.

---

<sup>1</sup> Amended by Ordinance No. 155002, August 1983

<sup>2</sup> Amended by Ordinance No. 178961, December 2004

- (2) Coordinate closely with other jurisdictions providing services within the established Portland Urban Services Boundary to ensure continuing delivery of effective and efficient urban services.

C. The City shall not provide new urban services, or expand the capacity of existing services, to areas outside its boundaries of incorporation.

### 11.2 **Orderly Land Development**

Urban development should occur only where urban public facilities and services exist or can be reasonably made available.

### 11.3 **Orderly Service Extension** <sup>3</sup>

The improvement and expansion of one urban public facility or service should not stimulate development that significantly precedes the City's, or other appropriate jurisdiction's, ability to provide all other necessary urban public facilities and services at uniform levels.

### 11.4 **Capital Efficiency**

Maximum use of existing public facilities and services should be supported through encouraging new development to occur at the maximum densities allowed by the Comprehensive Plan and through the development of vacant land within presently developed areas.

### 11.5 **Cost Equity**

To the maximum extent possible, the costs of improvement, extension and construction of public facilities should be borne by those whose land development and redevelopment actions made such improvement, extension and construction necessary. A procedure is to be established that defines the responsibility for improvements of individual projects.

### 11.6 **Public Facilities System Plan** <sup>4</sup>

Develop and maintain a coordinated Public Facilities System Plan that provides a framework for the provision of urban public facilities and services within Portland's Urban Services Boundary. This plan will be consistent with the designated land uses and density of the applicable plan. A 20-year time schedule should, if practical, be established as part of the Public Facilities System Plan to address vacant, buildable land, and the cost to increase facilities to meet projected population growth. This schedule, if developed, becomes the basis for the capital improvement programs and for future upzoning. The Transportation System Plan, when adopted, becomes the Public Facility System Plan for transportation.

### 11.7 **Capital Improvement Program** <sup>5</sup>

The capital improvement program will be the annual planning process for major improvements to existing public facilities and the construction of new facilities. Planning will be in accordance with the framework provided by the Public Facilities System Plan and the Transportation System Plan.

---

<sup>3</sup> Amended by Ordinance No. 155002, August 1983

<sup>4</sup> Amended by Ordinance No. 170136, May 1996

<sup>5</sup> Amended by Ordinance No. 170136, May 1996

**PUBLIC RIGHTS-OF-WAY GOAL & POLICIES <sup>6</sup>****GOAL:**

- 11 B Improve the quality of Portland’s transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry.**

**POLICIES & OBJECTIVES:****11.8 Environmental Sustainability in Transportation<sup>7</sup>**

Participate in meeting the City’s sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways.

**Objectives:**

- A.** Integrate best management practices into all aspects of the Portland Office of Transportation activities.
- B.** Continue to reuse and recycle office and construction materials and equipment, compost leaves, and separate street debris.
- C.** Maintain equipment and facilities to minimize air, water, and noise pollution.
- D.** Use environmentally safe products.
- E.** Minimize runoff and erosion in all ground-disturbing activities, including construction, excavation, landscaping, and trench work.
- F.** Use alternative energy sources to power equipment whenever feasible.
- G.** Incorporate sustainable and Green Street design solutions for streets and other transportation projects.

**11.9 Project Selection<sup>8</sup>**

Through the capital improvement program process, give priority consideration to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability.

**Objectives:**

- A.** Promote a compact urban form by supporting development in high-priority 2040 Growth Concept areas, including facilities and improvements that support mixed-use, pedestrian-friendly development and increase walking, bicycling, and transit use.
- B.** Address existing deficiencies or hazards by improving pedestrian, bicycle, and vehicular safety.
- C.** Use good resource management and minimize or reduce negative impacts to the natural environment.
- D.** Provide and improve access to and within activity centers and develop safe routes to schools.

---

<sup>6</sup> Amended by Ordinance No. 177028, October 2002, which replaced the entire Goal 11B, policies and objectives

<sup>7</sup> Amended by Ordinance No. 180871, April 2007

<sup>8</sup> Amended by Ordinance No. 180871, April 2007

- E. Improve access to existing and emerging employment and industrial areas.
- F. Promote street connectivity for all modes, especially in areas where identified deficiencies exist, to support desired urban form and travel patterns.
- G. Address areawide needs, including access and mobility, environmental protection, Green Street design, and quality urban design, in a comprehensive approach to project selection.
- H. Increase the efficiency and effectiveness of the system by wise application of available financial, capital, and human resources.
- I. Develop the transportation system consistent with and supportive of community values.

#### **11.10 Street Design and Right-of-Way Improvements <sup>9</sup> <sup>10</sup>**

Design improvements to existing and new transportation facilities to implement transportation and land use goals and objectives.

##### **Objectives:**

- A. Make changes to public rights-of-way that are consistent with their street classifications and descriptions in the Transportation Element of the Comprehensive Plan.
- B. Consider the needs and safety of all users of a planned facility in its design and during the construction process.
- C. When changes to a right-of-way are proposed, consider the overall capacity impacts to the immediately affected street, as well as potential areawide capacity impacts.
- D. Use Metro street design guidelines (Creating Livable Streets: Street Design for 2040, November 1997 and Green Streets, July 2002) as a resource in developing and designing projects for streets on the regional system.
- E. Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland's Pedestrian Design Guide, Bicycle Master Plan-Appendix A, Design Guide for Truck Streets, City of Portland Green Streets Policy, and Design Guide for Public Street Improvements.
- F. Provide planned bicycle facilities in conjunction with street improvements, or develop equally safe and convenient alternative access for bicycles on parallel streets when the appropriate bikeway facility cannot be provided on the designated street because of severe environmental or topographical constraints, unacceptable levels of traffic congestion, or the need to retain on-street parking.
- G. Include sidewalks on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints or when consistent with the Pedestrian Design Guide.
- H. Include improvements that enhance transit operations, safety, and travel times in projects on existing or planned transit routes.
- I. Improve streets within Freight Districts and on truck-designated streets to facilitate truck movements.
- J. Construct local residential streets to minimize pavement width and total right-of-way width, consistent with the operational needs of the facility and taking into account the needs of both pedestrians and vehicles.

---

<sup>9</sup> Amended by Ordinance No. 180132, May 2006

<sup>10</sup> Amended by Ordinance No. 180871, April 2007

- K.** Ensure that transportation facilities are accessible to all people and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990.
- L.** Encourage the beautification of the City by incorporating appropriate streetscape elements along regionally designated streets and along other City-designated arterials, in conjunction with the Urban Forestry Program.
- M.** Encourage the formation of local improvement districts (LIDs for the construction of transportation infrastructure, which may include streets, curbs, or other structures; pedestrian or bicycle facilities; drainage; and street trees.
- N.** Continue to explore cost-effective methods to finance local street improvements, including green streets projects.
- O.** Consider and minimize impacts on the natural environment and watershed health, consistent with the City and regional response to the Endangered Species Act, the City's Green Streets Policy, and stream crossing design guidelines in the Green Streets handbook, in the planning, design, and development of transportation projects.
- P.** Consider the desired character of the area, including neighborhood livability, in the design and development of transportation projects.
- Q.** Develop standards and incentives to encourage Green Streets projects in private development, redevelopment and enhancement projects wherever technically and economically feasible.

#### **11.11 Street Plans <sup>11</sup> <sup>12</sup> <sup>13</sup> <sup>14</sup>**

Promote a logical, direct, and connected street system through the development of street plans.

##### **Objectives:**

- A.** Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.
- B.** Ensure that new residential development and development in zones that allow a mix of uses include street plans that are consistent with master street plans, extend and connect to adjacent areas, and meet connectivity objectives.
- C.** Identify opportunities to extend and connect streets, provide direct public right-of-way routes, and limit the use of cul-de-sac and other closed-end street designs.
- D.** Provide full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1,200 feet, unless exceptional habitat quality or length of crossing prevents a full street connection.
- E.** Provide bike and pedestrian connections at approximately 330-foot intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of crossing prevents a connection.

---

<sup>11</sup> Amended by Ordinance No. 178815, October 2004

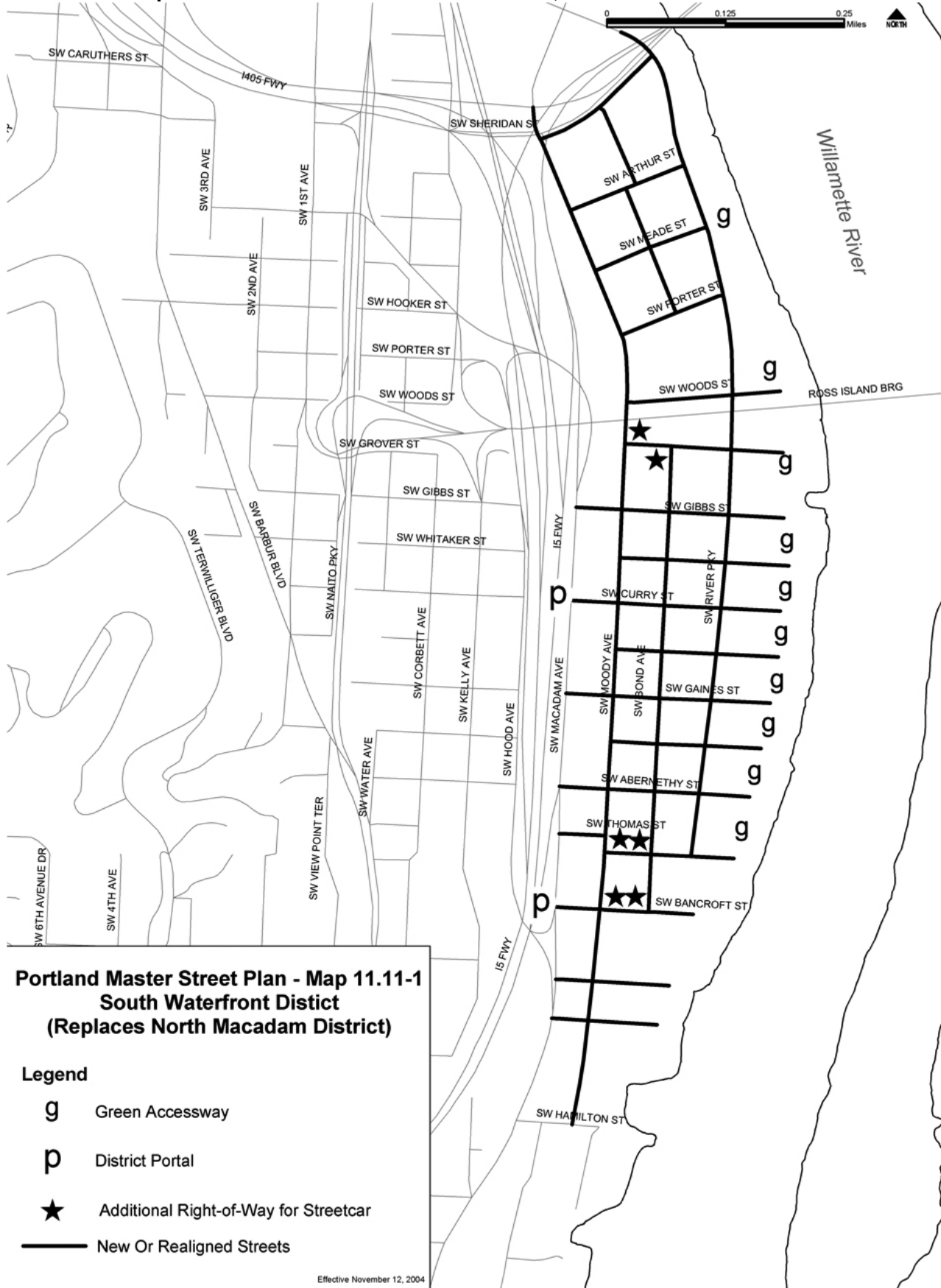
<sup>12</sup> Amended by Ordinance No 180172, May 2006

<sup>13</sup> Amended by Ordinance No.183124 August 2009

<sup>14</sup> Amended by Ordinance No. 180871, April 2007

- F.** As the South Waterfront District develops, provide connectivity for all modes of travel by developing the streets and accessways as shown on Map 11.11.1.
- G.** As the western half of the Bridgeton neighborhood develops, provide connectivity for all modes of travel by developing the streets as shown on Map 11.11.2.
- H.** As the Gateway regional center redevelops, provide additional connectivity for all modes of travel as shown on Map 11.11.3.
- I.** As the Airport Way vicinity continues to develop, use the Airport Way Secondary Infrastructure Plan as a guide to provide connectivity for all modes of travel by developing streets as shown on Map 11.11.4.
- J.** Continue to provide connectivity in the River District for all modes of travel by developing public and private streets as shown on Map 11.11.5.
- K.** As the Southwest District develops, provide connectivity for all modes of travel by developing streets as shown on Map 11.11.6.
- L.** As the Far Southeast District develops, provide connectivity for all modes of travel by developing streets as shown on Map 11.11.7.
- M.** As the street system is modified around the west end of the Ross Island Bridge, provide enhanced connectivity for all modes as shown on Map 11.11.8.
- N.** Preserve street connectivity in areas of the City that meet the standards of this policy and its objectives as shown on Maps 11.11.9 through 11.11.16.
- O.** Improve connectivity in the St. Johns town center by implementing the St. Johns Master Street Plan as shown on Map 11.11.17.
- P.** Improve and preserve connectivity in the Northwest District by implementing the Northwest District Master Street Plan as shown on Map 11.11.18.
- Q.** Establish a network of streets in Multnomah County Unincorporated Urban Pockets to provide connectivity for all modes of travel as shown on Maps 11.11-19 A. through C.
- R.** Implement the Hayden Island Street Plan as site development occurs as shown on Map 11.11.20.

Map 11.11.1 – Portland Master Street Plan, South Waterfront District

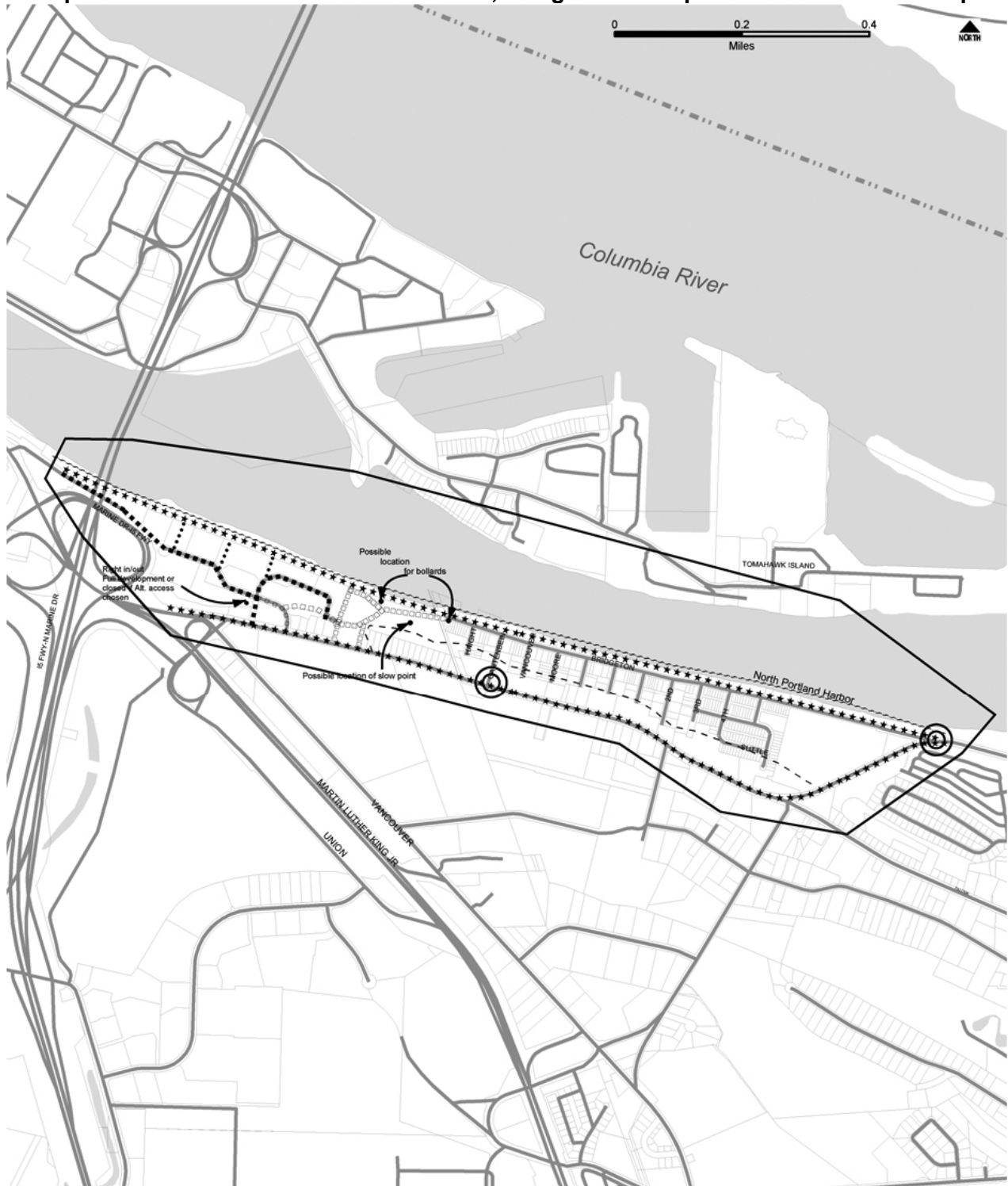


**Portland Master Street Plan - Map 11.11-1  
South Waterfront District  
(Replaces North Macadam District)**

- Legend**
- g** Green Accessway
  - p** District Portal
  - ★ Additional Right-of-Way for Streetcar
  - New Or Realigned Streets

Effective November 12, 2004

Map 11.11.2 – Portland Master Street Plan, Bridgeton Transportation Network Concept



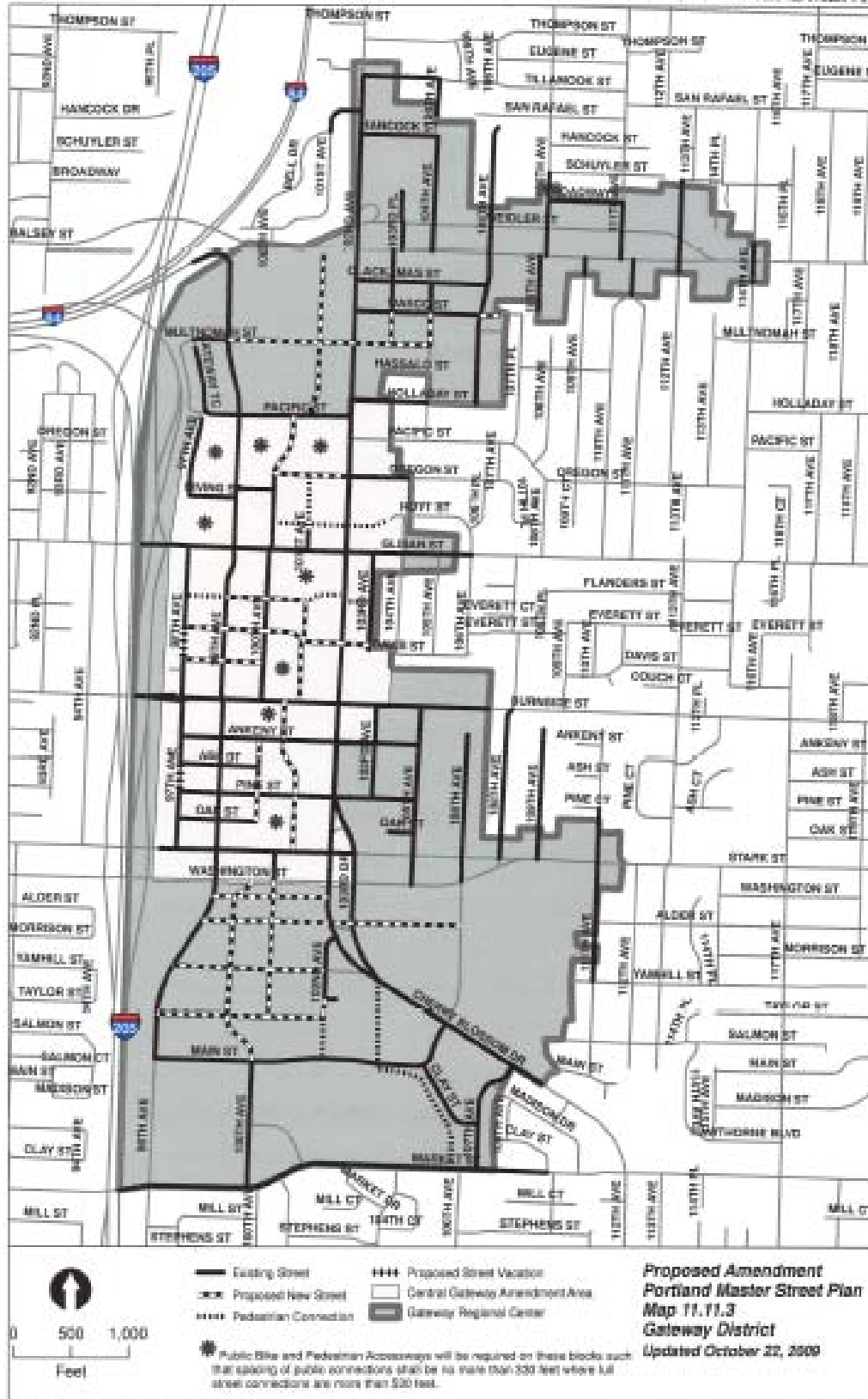
**Portland Master Street Plan - Map 11.11.2  
Bridgeton Transportation Network Concept**

- ■ ■ ■ Approximate Alternative Locations for New Streets
- □ □ □ Approximate Alternative Locations for New Streets
- ★ ★ ★ ★ 40 Mile Loop Recreational Trail
- ● ● ● Approximate Alternative Locations for New Pedestrian Pathways
- ~~~~~ Scenic Corridors
- - - Bridgeton Slough
- ◎ Intersection Improvements by City
- ◎ Designated Neighborhood Gateways
- ■ ■ ■ City of Portland Boundary

Effective November 12, 2004

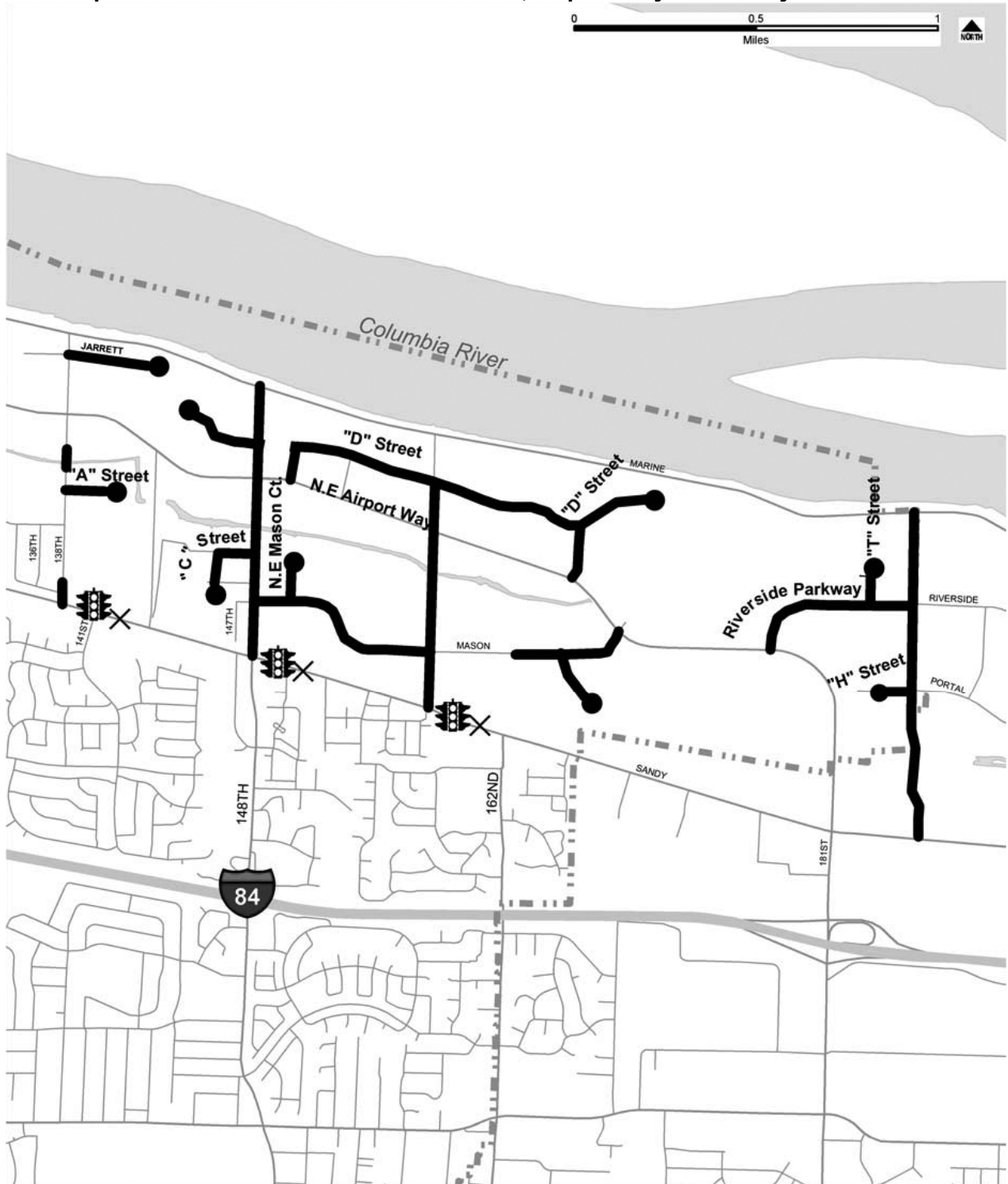


Map 11.11.3 – Portland Master Street Plan - Gateway District 15







15 Amended by Ordinance No. 183270, October 2009

Map 11.11.4 – Portland Master Street Plan, Airport Way Secondary Infrastructure

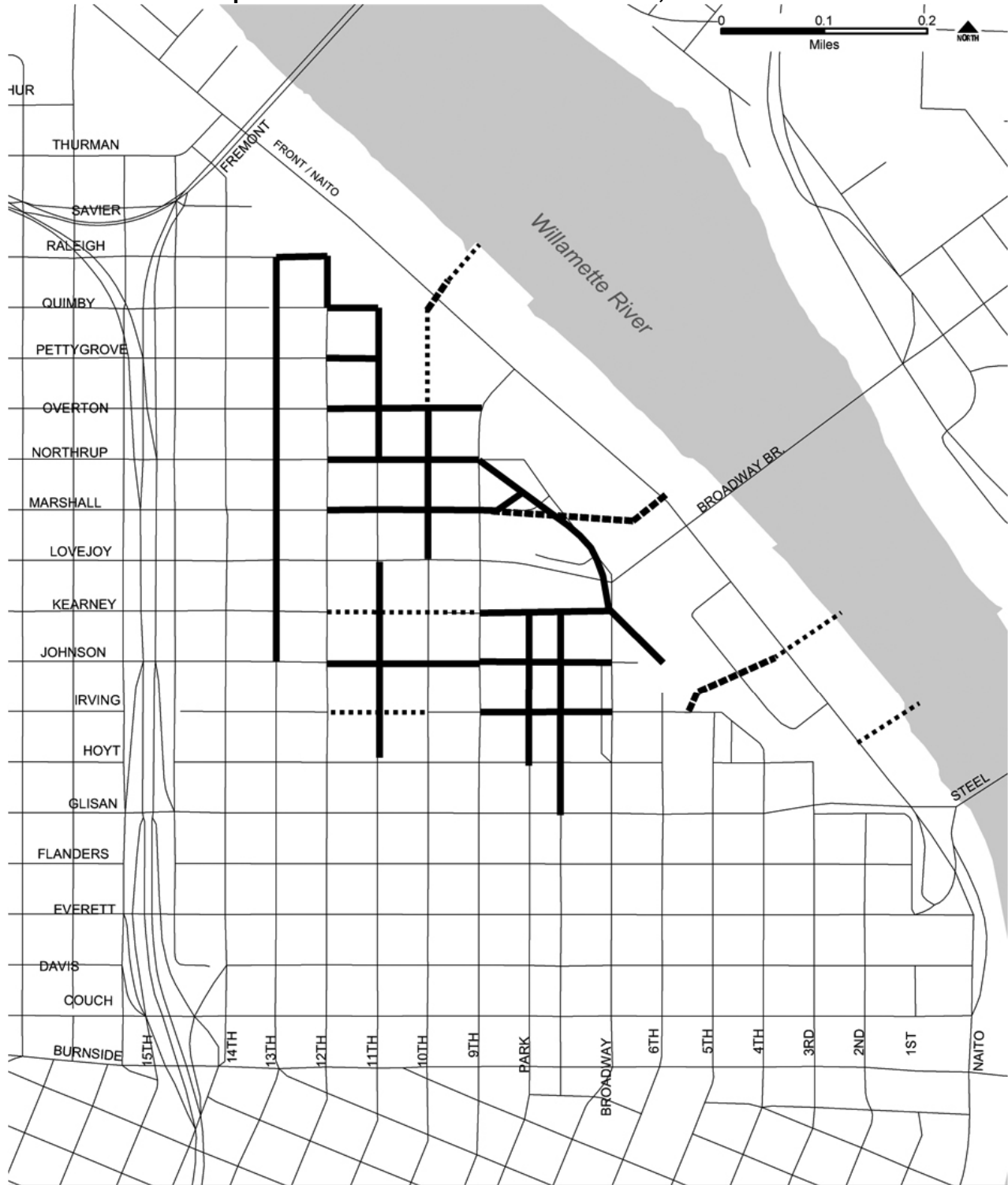


Portland Master Street Plan - Map 11.11.4  
Airport Way Secondary Infrastructure

-  Existing or Proposed New Road Improvements
-  City of Portland Boundary
-  New Traffic Signal
-  New Railroad Crossing

Effective November 12, 2004

Map 11.11.5 – Portland Master Street Plan, River District

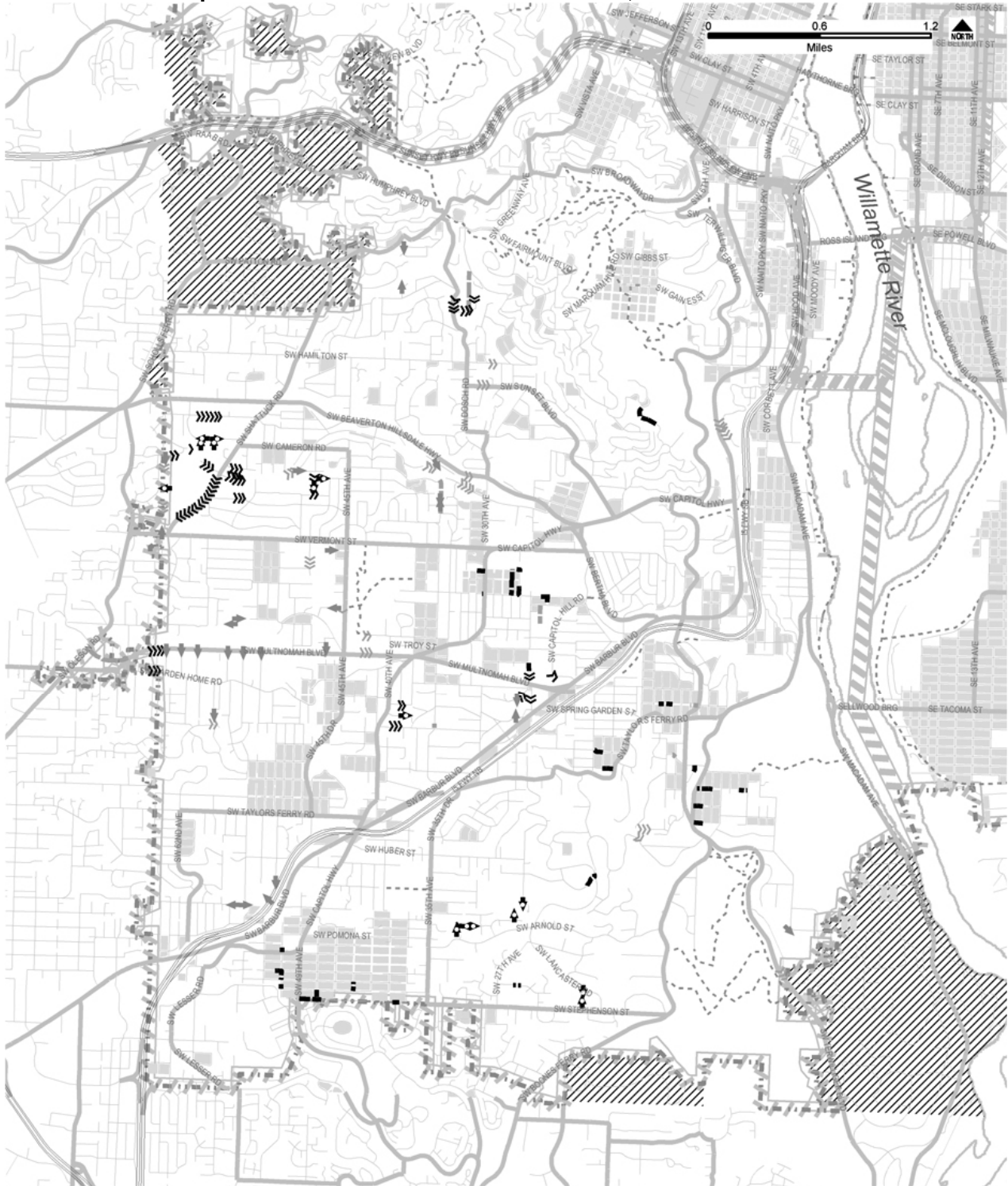


Portland Master Street Plan - Map 11.11.5  
River District

- New Street
- .....** Pedestrian Ways
- Pedestrian Bridge

Effective November 12, 2004

Map 11.11.6 – Portland Master Street Plan, Southwest District



**Portland Master Street Plan - Map 11.11.6  
Southwest District**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>»»»» Pedestrian/Bicycle Connection Points &amp; Alignment Uncertain</li> <li>»»»» Street Connection Points &amp; Alignment Uncertain</li> <li>— — — — Pedestrian/Bicycle Connection Points &amp; Alignment Certain</li> <li>— — — — Street Connection Points &amp; Alignment Certain</li> <li>† Pedestrian/Bicycle Connection Points Certain &amp; Alignment Uncertain</li> <li>† Street Connection Points Certain &amp; Alignment Uncertain</li> <li>--- Existing Pedestrian Trails</li> </ul> | <ul style="list-style-type: none"> <li>■ Meets Street Spacing Standard</li> <li>- - - - City of Portland Boundary</li> <li>/// Transportation District Boundary</li> <li>/// Unincorporated Areas within the Portland Urban Services Boundary</li> </ul> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Note: I-5/Barbur Corridor and Marquam Hill are excluded. Effective November 12, 2004

Map 11.11.7 – Portland Master Street Plan, Far Southeast District



**Portland Master Street Plan - Map 11.11.7  
Far Southeast District**

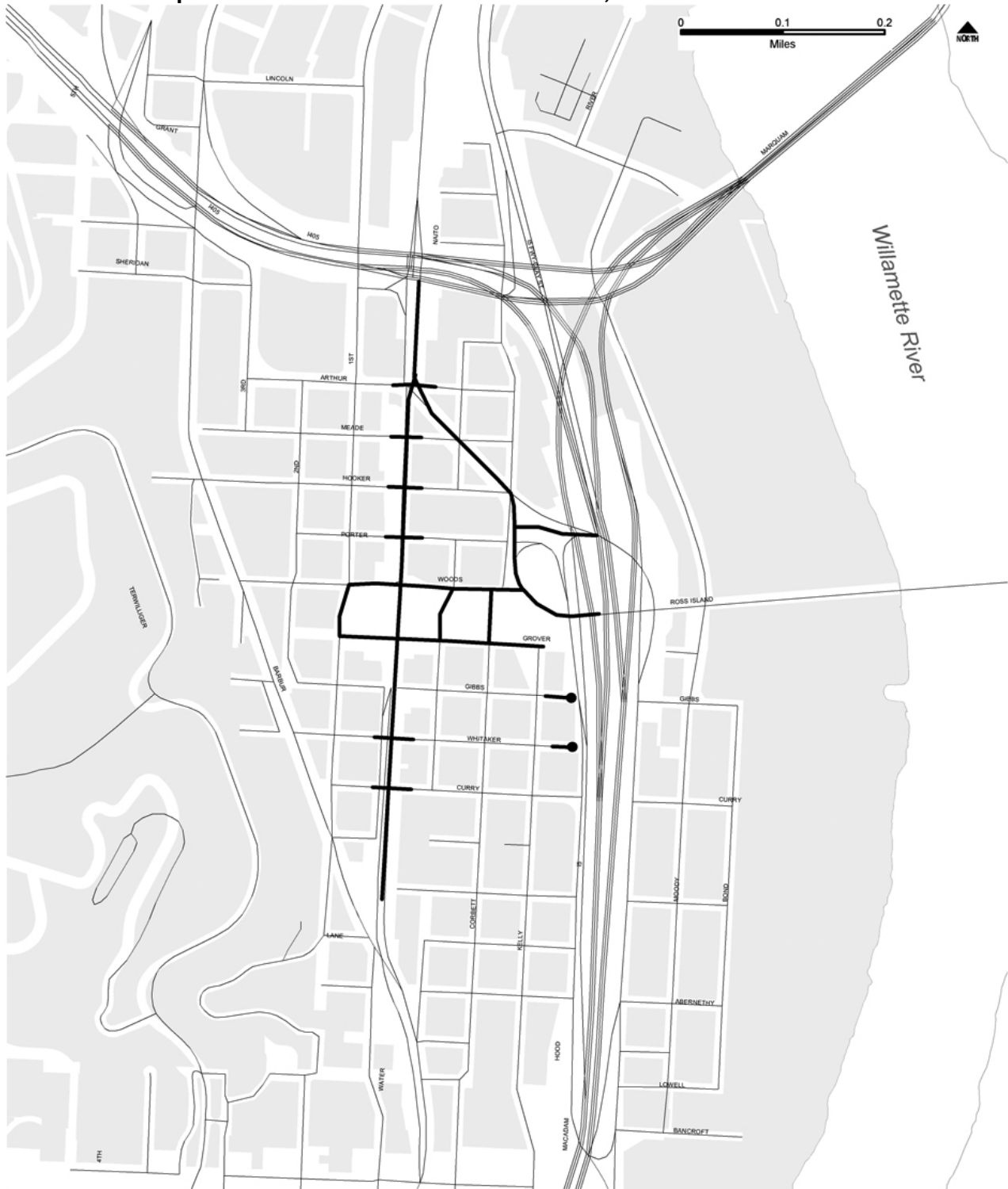
- »»»» Pedestrian/Bicycle Connection Points & Alignment Uncertain
- »»»» Street Connection Points & Alignment Uncertain
- Pedestrian/Bicycle Connection Points & Alignment Certain
- Street Connection Points & Alignment Certain
- ♣ Pedestrian/Bicycle Connection Points Certain & Alignment Uncertain
- ♣ Street Connection Points Certain & Alignment Uncertain
- Existing Pedestrian Trails

- Meets Street Spacing Standard
- - - City of Portland Boundary
- /// Transportation District Boundary
- /// Unincorporated Areas within the Portland Urban Services Boundary

Note: Gateway Regional Center and Light Rail Corridor are excluded.

Effective November 12, 2004

Map 11.11.8 – Portland Master Street Plan, South Portland District

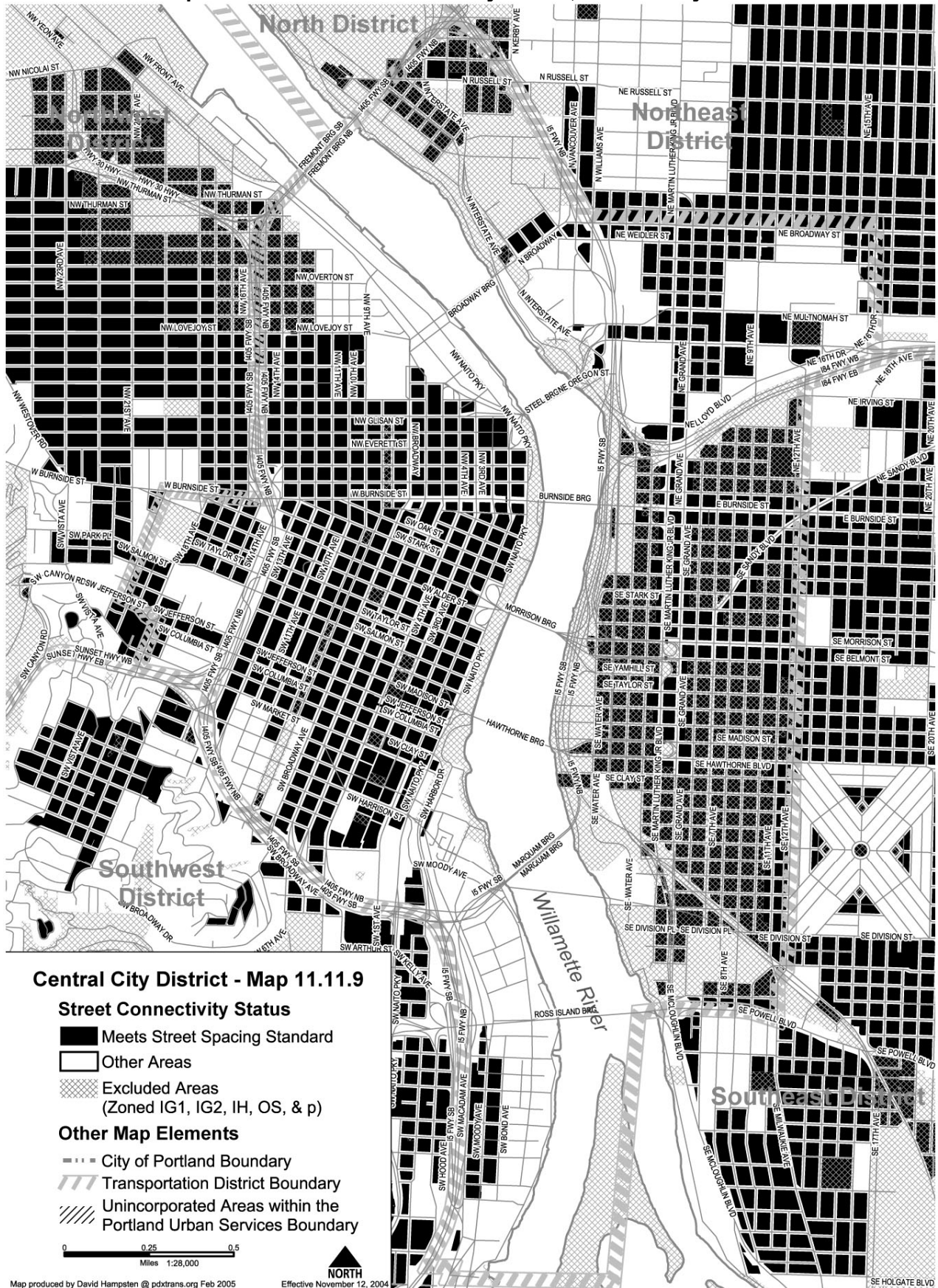


Portland Master Street Plan - Map 11.11.8  
South Portland District

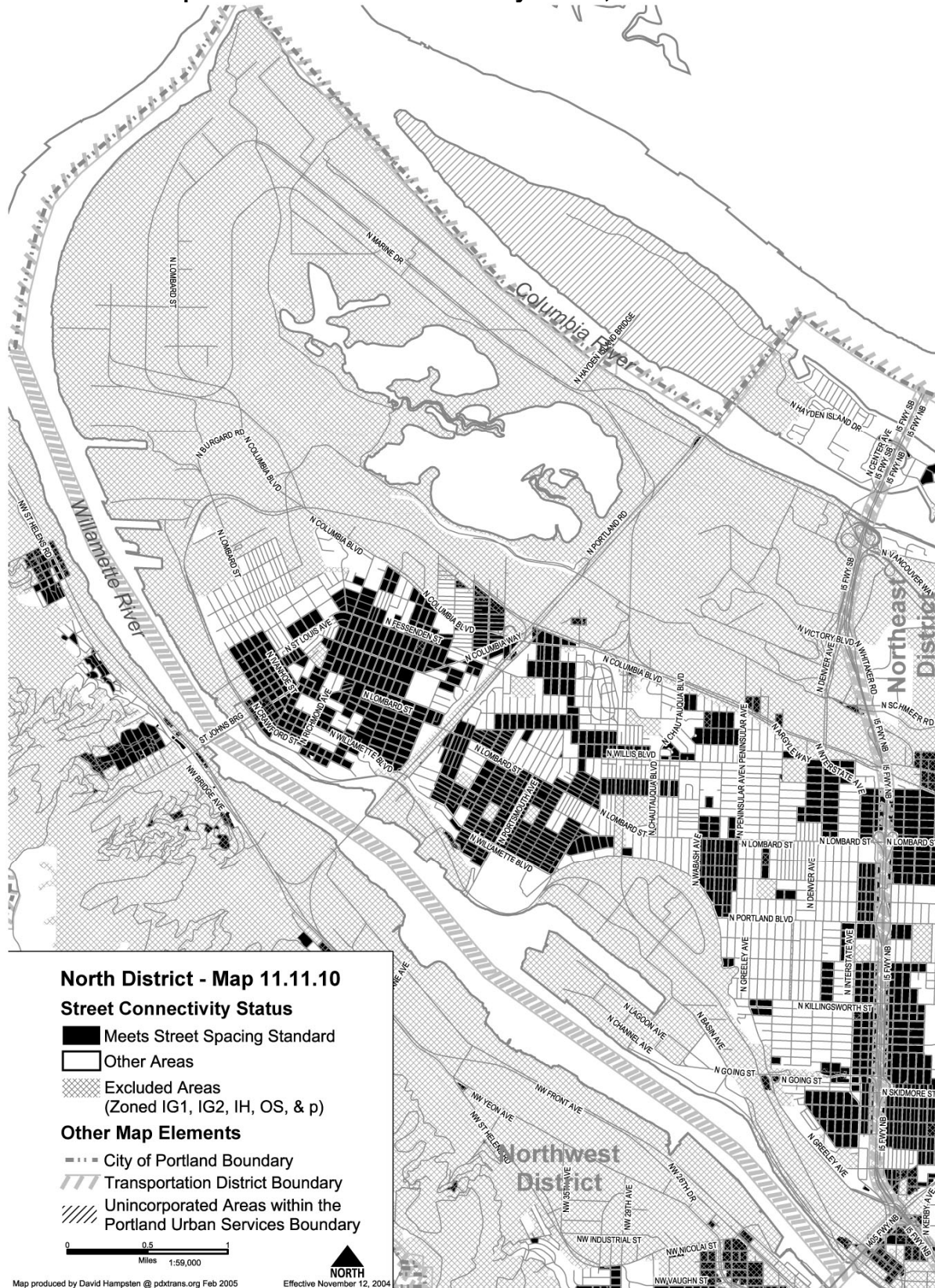
- Proposed New Streets or Existing Street Improvements
- Discontinued Connection

Effective November 12, 2004

Map 11.11.9 – Street Connectivity Status, Central City District



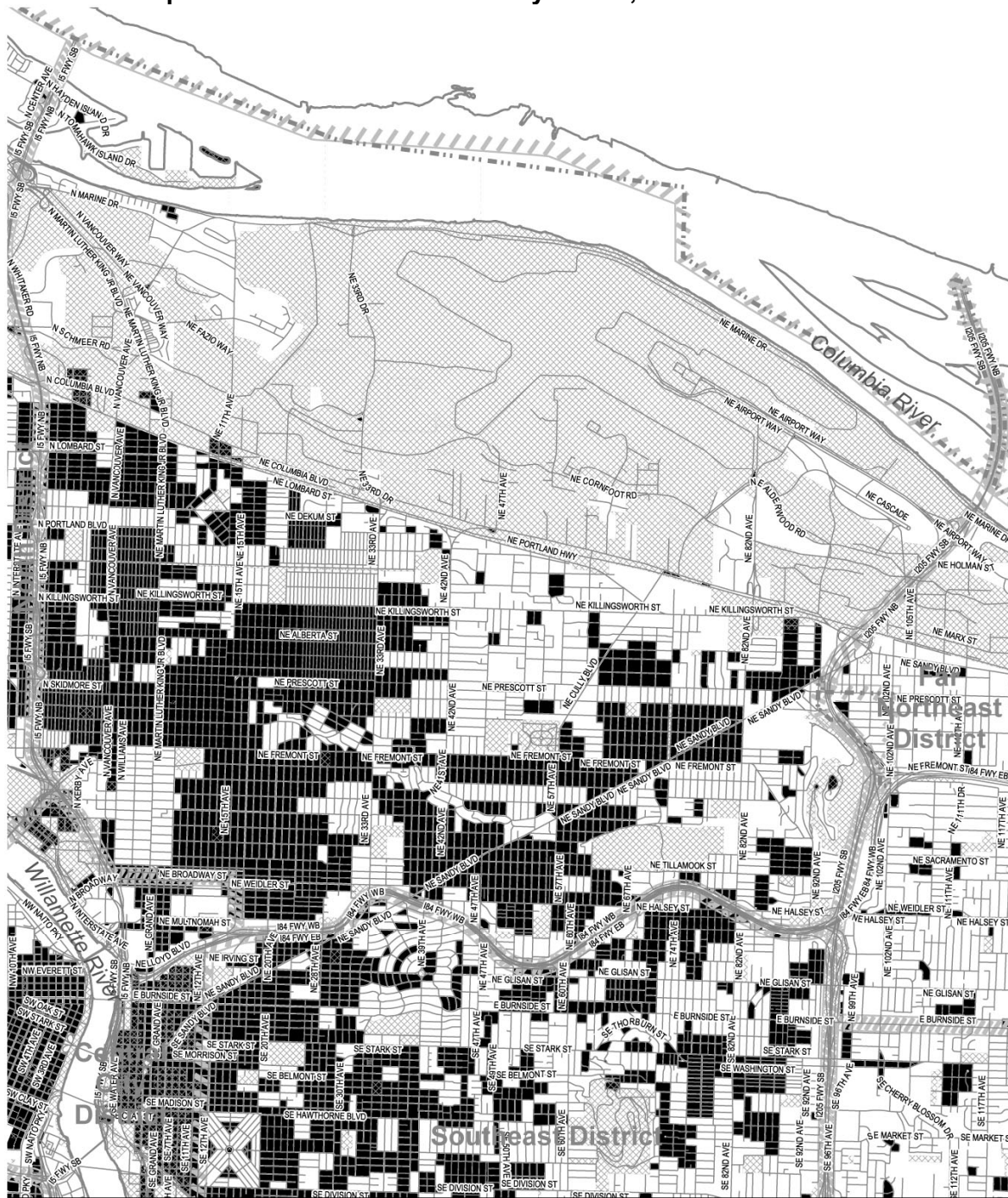
Map 11.11.10 – Street Connectivity Status, North District 16



<sup>16</sup> Note that the Hayden Island Plan, Ordinance No. 183124, August 2009, amended the Transportation District Boundaries and included the entire Hayden Island within the North Transportation District. This change is not shown on this map.



Map 11.11.11 – Street Connectivity Status, Northeast District 17



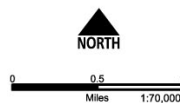
Northeast District - Map 11.11.11

**Street Connectivity Status**

- Meets Street Spacing Standard
- Other Areas
- Excluded Areas (Zoned IG1, IG2, IH, OS, & p)

**Other Map Elements**

- City of Portland Boundary
- Transportation District Boundary
- Unincorporated Areas within the Portland Urban Services Boundary

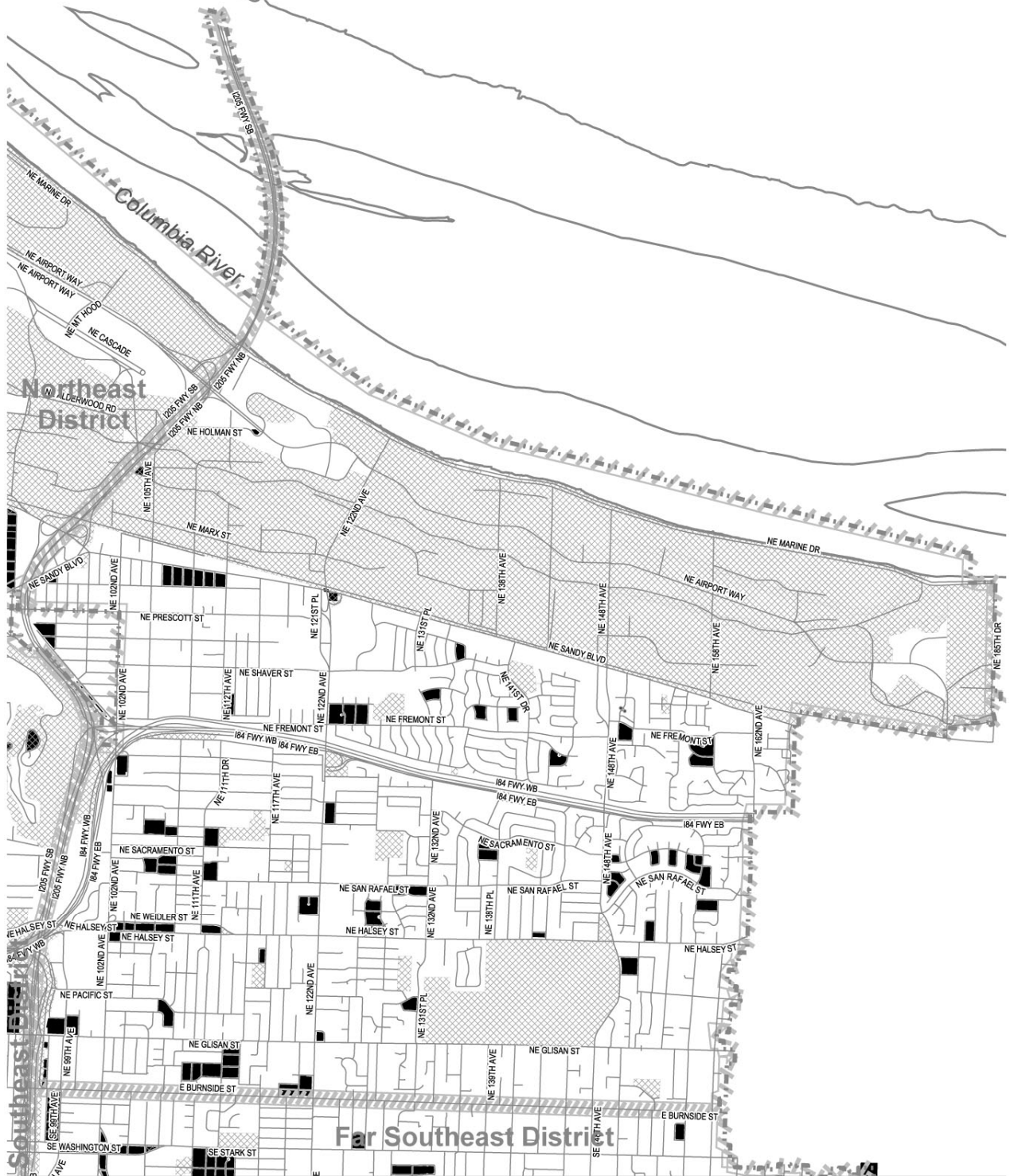


Map produced by David Hampsten @ pdxtrans.org Feb 2005

Effective November 12, 2004

<sup>17</sup> Note that the Hayden Island Plan, Ordinance No. 183124, August 2009, amended the Transportation District Boundaries and included the entire Hayden Island within the North Transportation District. This change is not shown on this map.

Map 11.11.12 – Street Connectivity Status, Far Northeast District






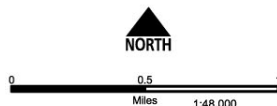
Far Northeast District - Map 11.11.12

**Street Connectivity Status**

-  Meets Street Spacing Standard
-  Other Areas
-  Excluded Areas (Zoned IG1, IG2, IH, OS, & p)

**Other Map Elements**

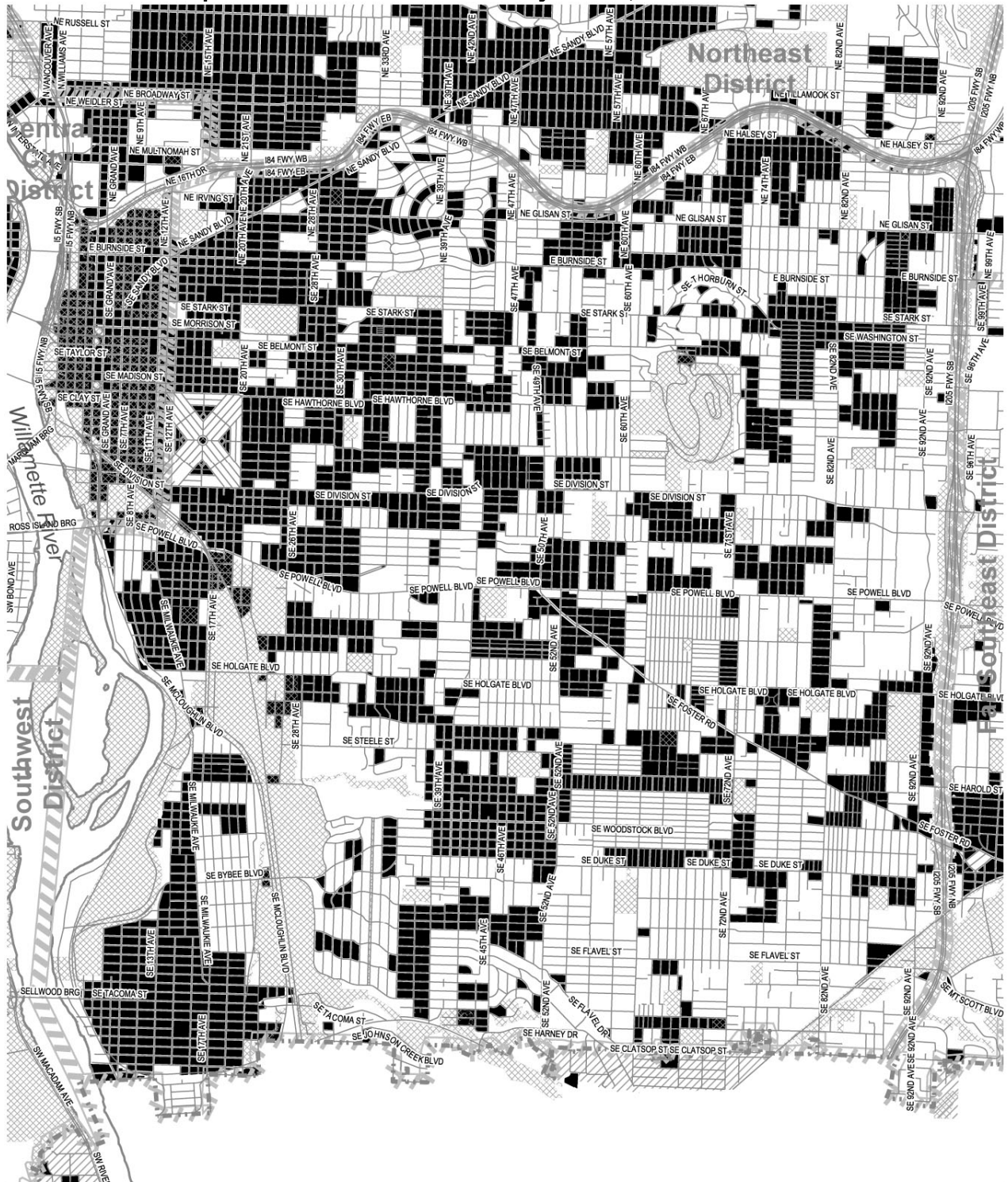
-  City of Portland Boundary
-  Transportation District Boundary
-  Unincorporated Areas within the Portland Urban Services Boundary



Map produced by David Hampsten @ pdxtrans.org Feb 2005

Effective November 12, 2004

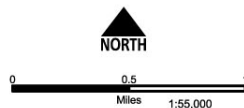
Map 11.11.13 – Street Connectivity Status, Southeast District



Southeast District - Map 11.11.13

**Street Connectivity Status**

- Meets Street Spacing Standard
- Other Areas
- Excluded Areas  
(Zoned IG1, IG2, IH, OS, & p)



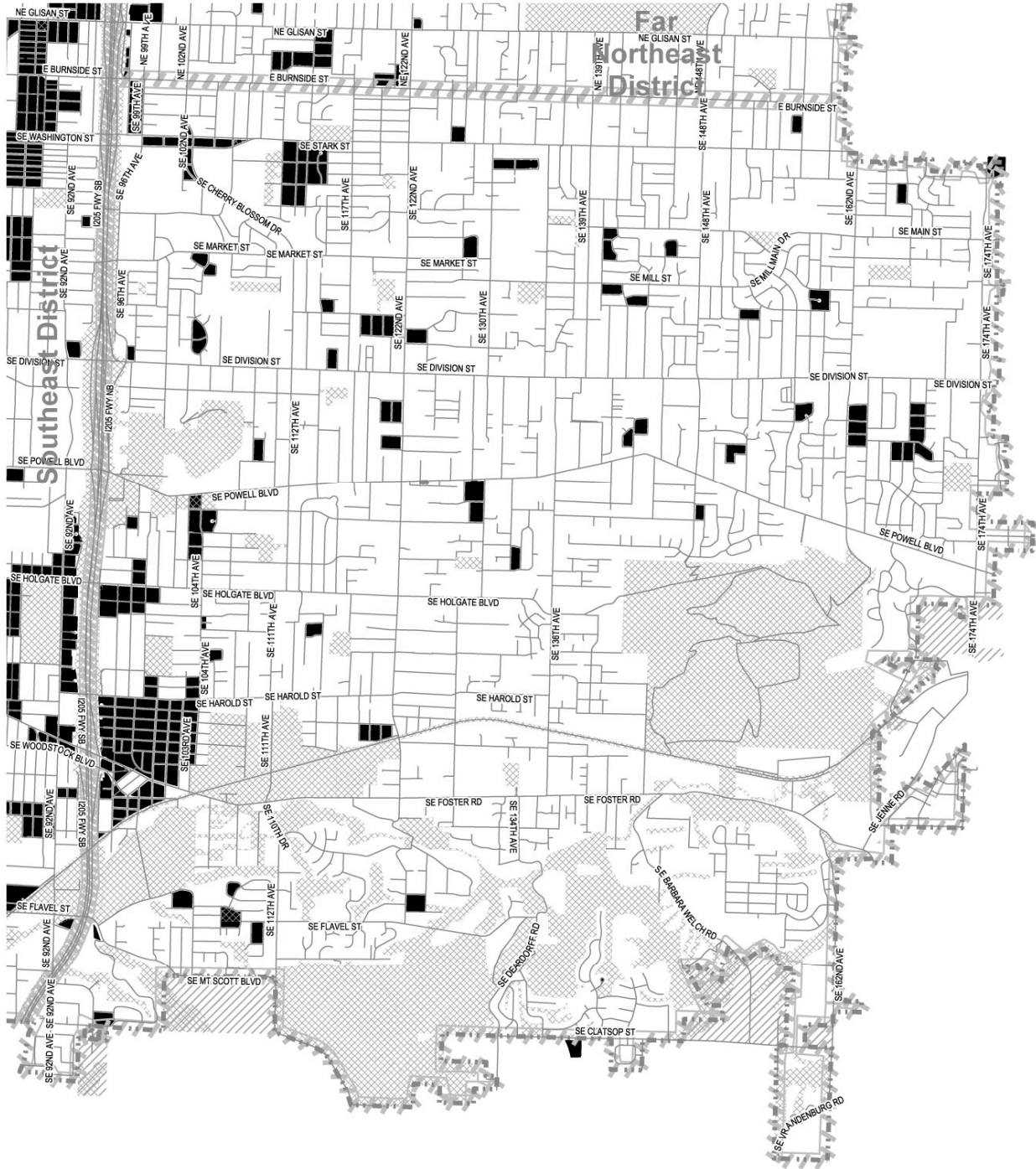
**Other Map Elements**

- City of Portland Boundary
- Transportation District Boundary
- Unincorporated Areas within the Portland Urban Services Boundary

Map produced by David Hampsten @ pdxtrans.org Feb 2005

Effective November 12, 2004

Map 11.11.14 – Street Connectivity Status, Far Southeast District






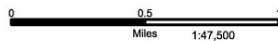
Far Southeast District - Map 11.11.14

**Street Connectivity Status**

-  Meets Street Spacing Standard
-  Other Areas
-  Excluded Areas  
(Zoned IG1, IG2, IH, OS, & p)

**Other Map Elements**

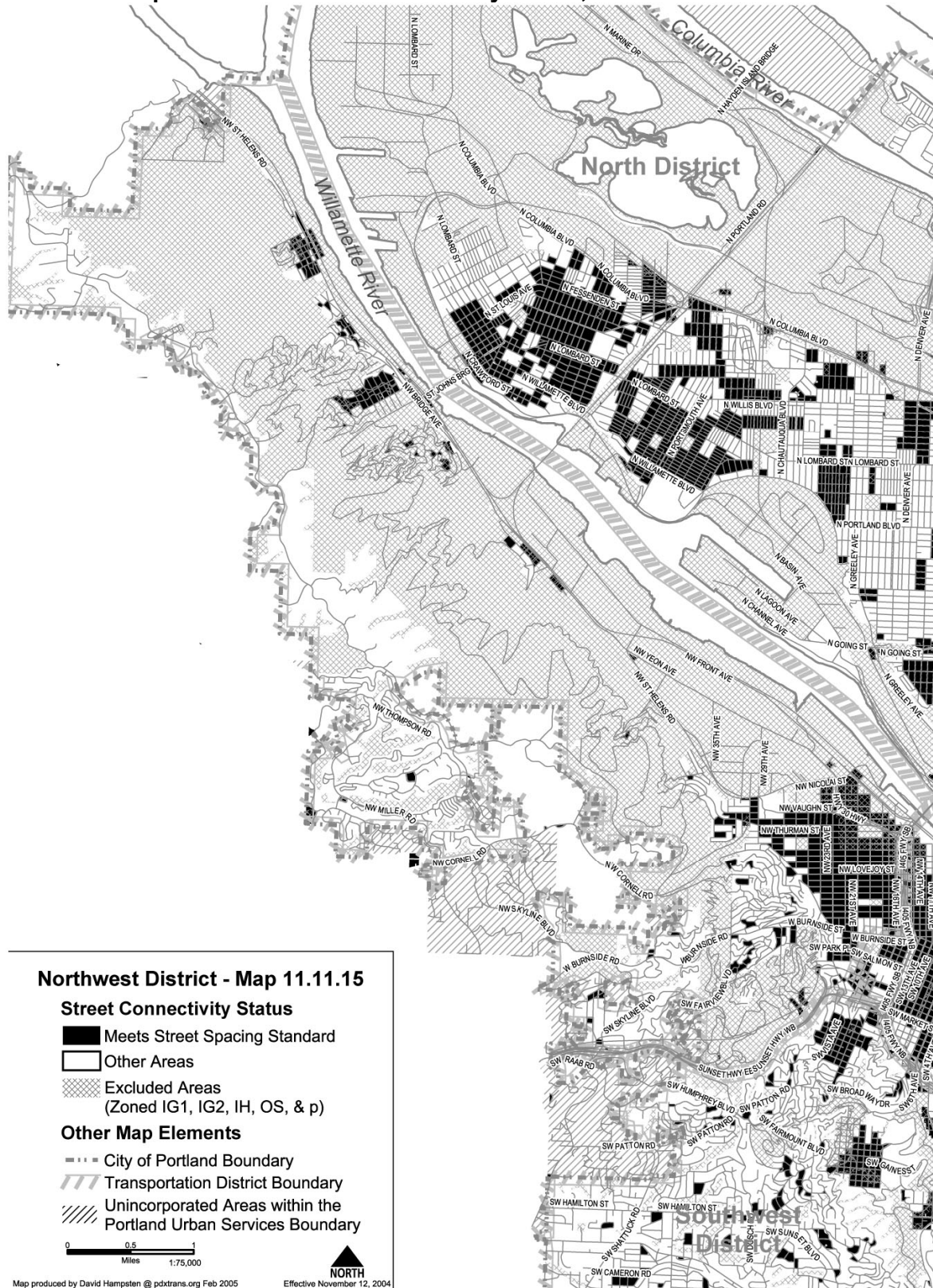
-  City of Portland Boundary
-  Transportation District Boundary
-  Unincorporated Areas within the Portland Urban Services Boundary



Map produced by David Hampsten @ pdxtrans.org Feb 2005

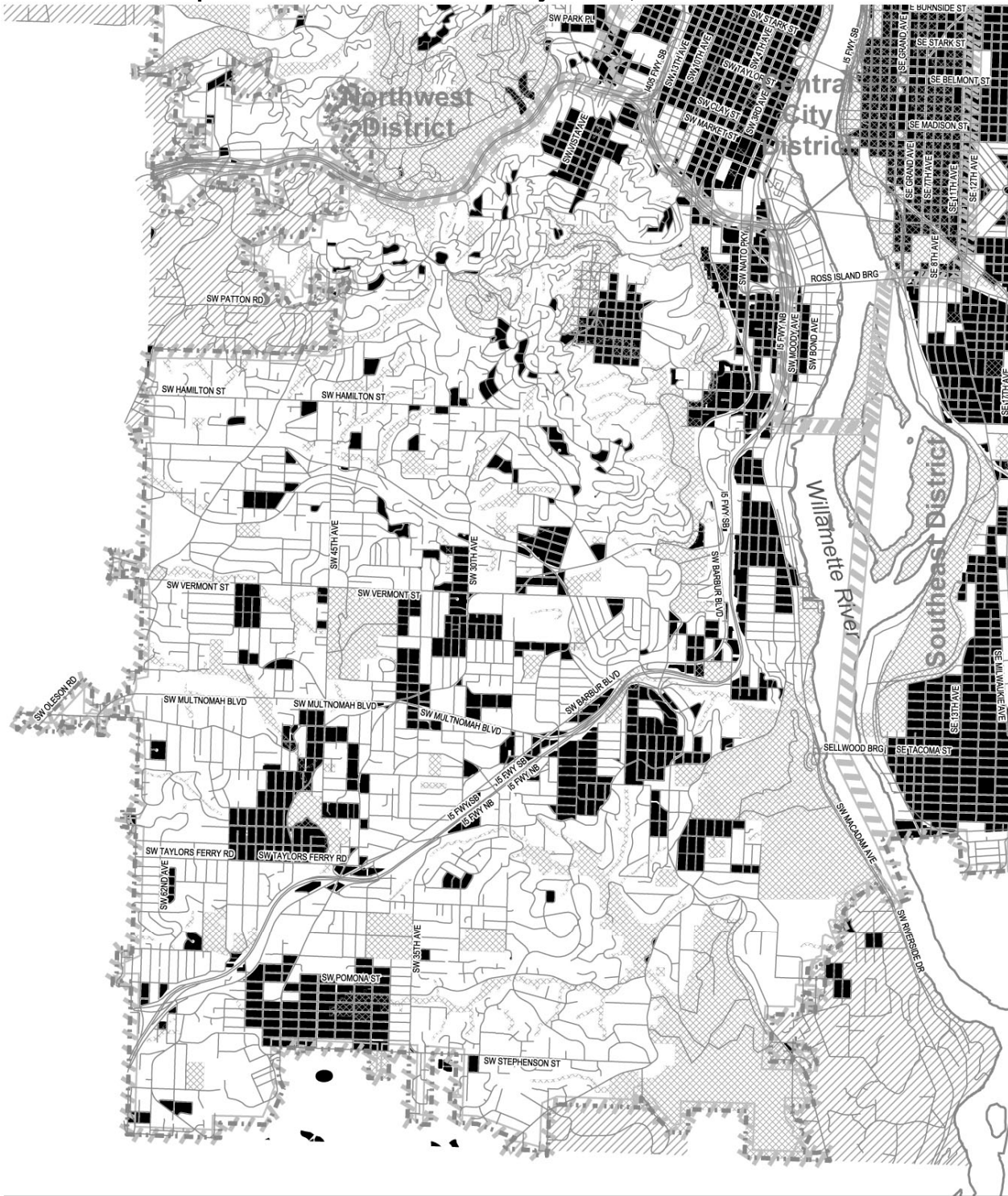
Effective November 12, 2004

Map 11.11.15 – Street Connectivity Status, Northwest District 18



<sup>18</sup> Note that the Hayden Island Plan, Ordinance No. 183124, August 2009, amended the Transportation District Boundaries and included the entire Hayden Island within the North Transportation District. This change is not shown on this map.

Map 11.11.16 – Street Connectivity Status, Southwest District



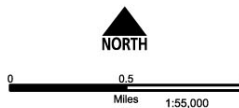
Southwest District - Map 11.11.16

**Street Connectivity Status**

- Meets Street Spacing Standard
- Other Areas
- Excluded Areas  
(Zoned IG1, IG2, IH, OS, & p)

**Other Map Elements**

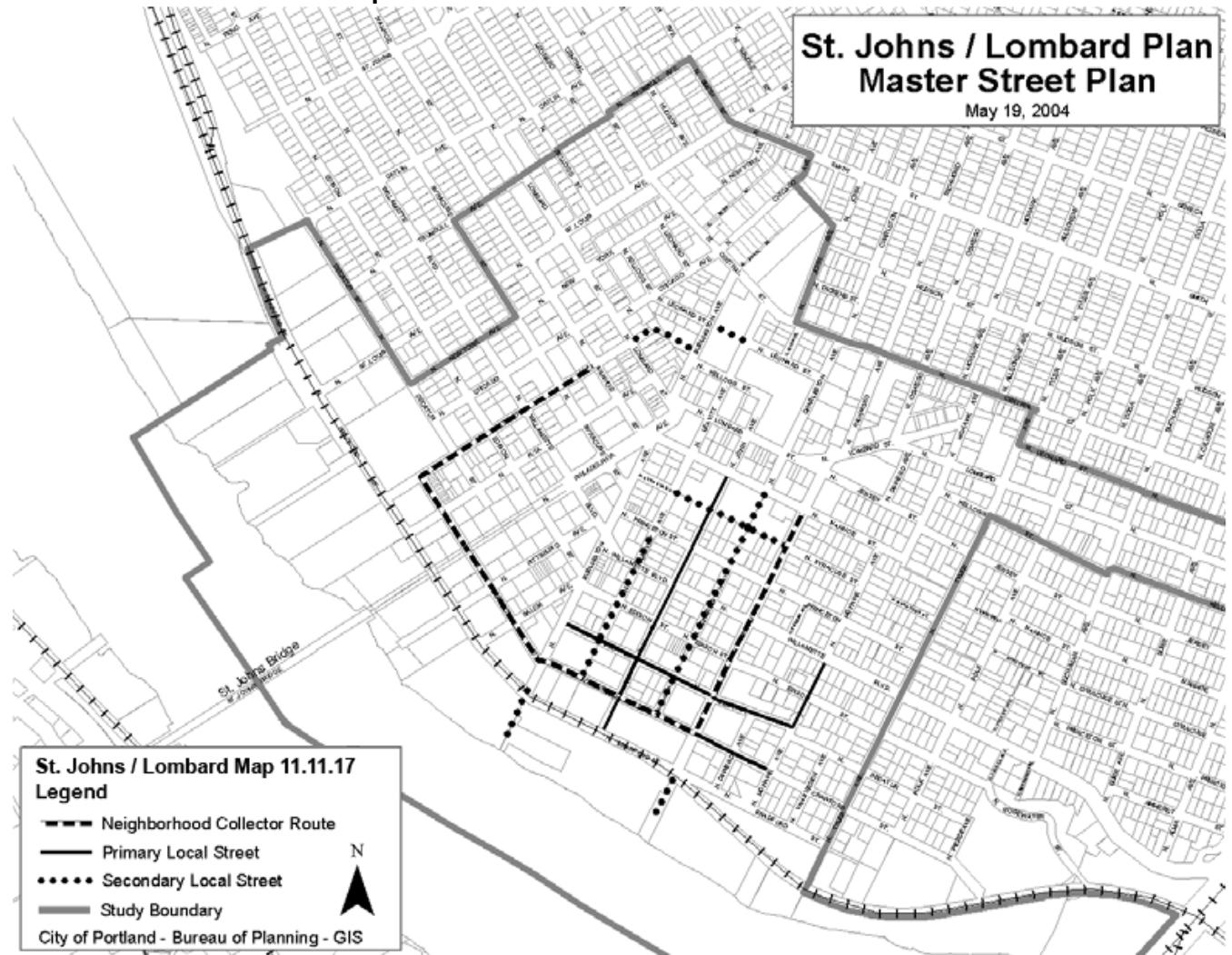
- City of Portland Boundary
- Transportation District Boundary
- Unincorporated Areas within the Portland Urban Services Boundary



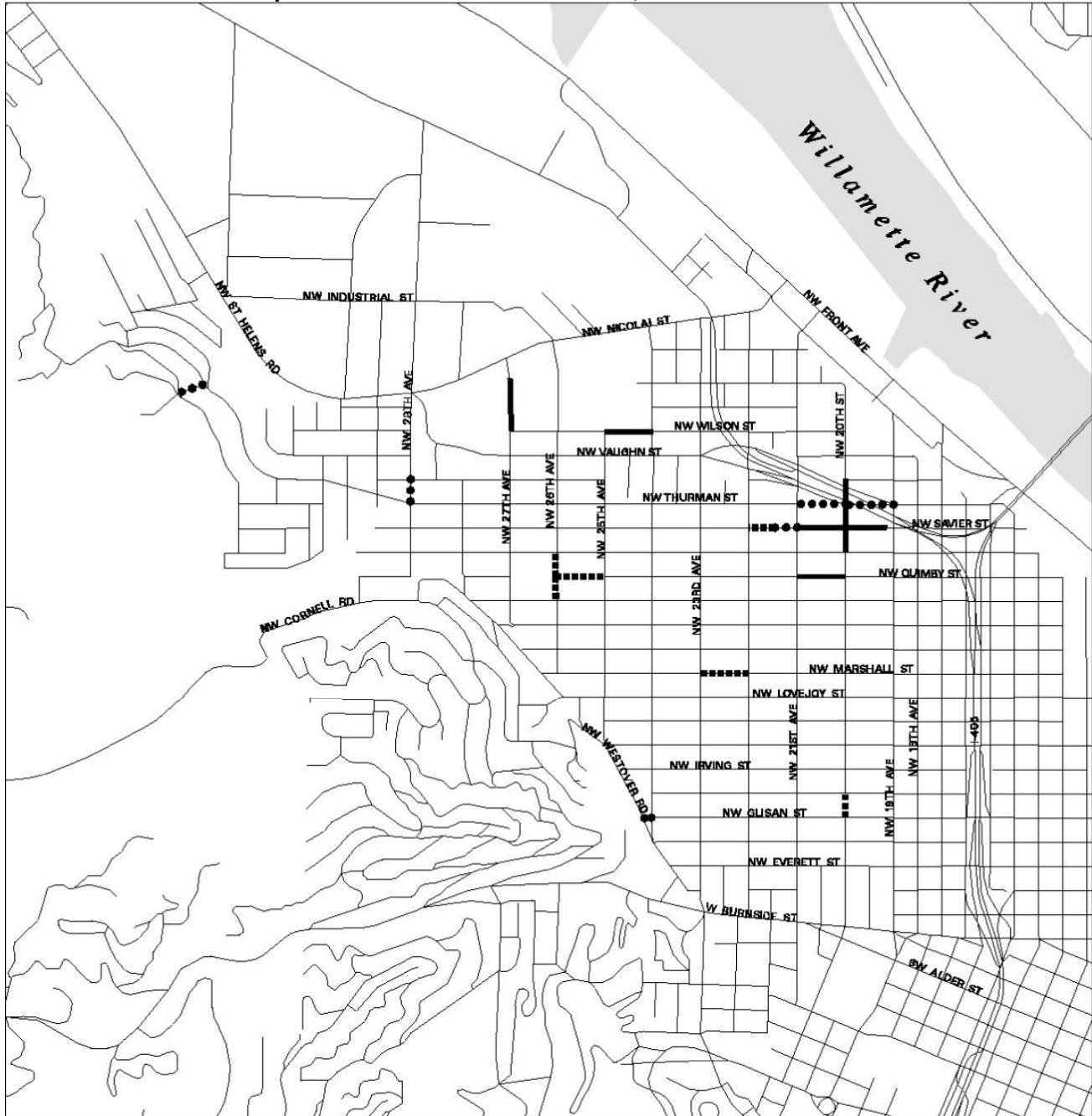
Map produced by David Hampsten @ pdxtrans.org Feb 2005

Effective November 12, 2004

Map 11.11.17 – Master Street Plan - St. Johns

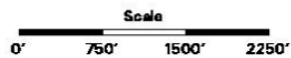


Map 11.11.18 – Master Street Plan, Northwest District



Northwest District Map 11.11.18




**Master Streets Plan**  
*Northwest District*



May 18, 2004

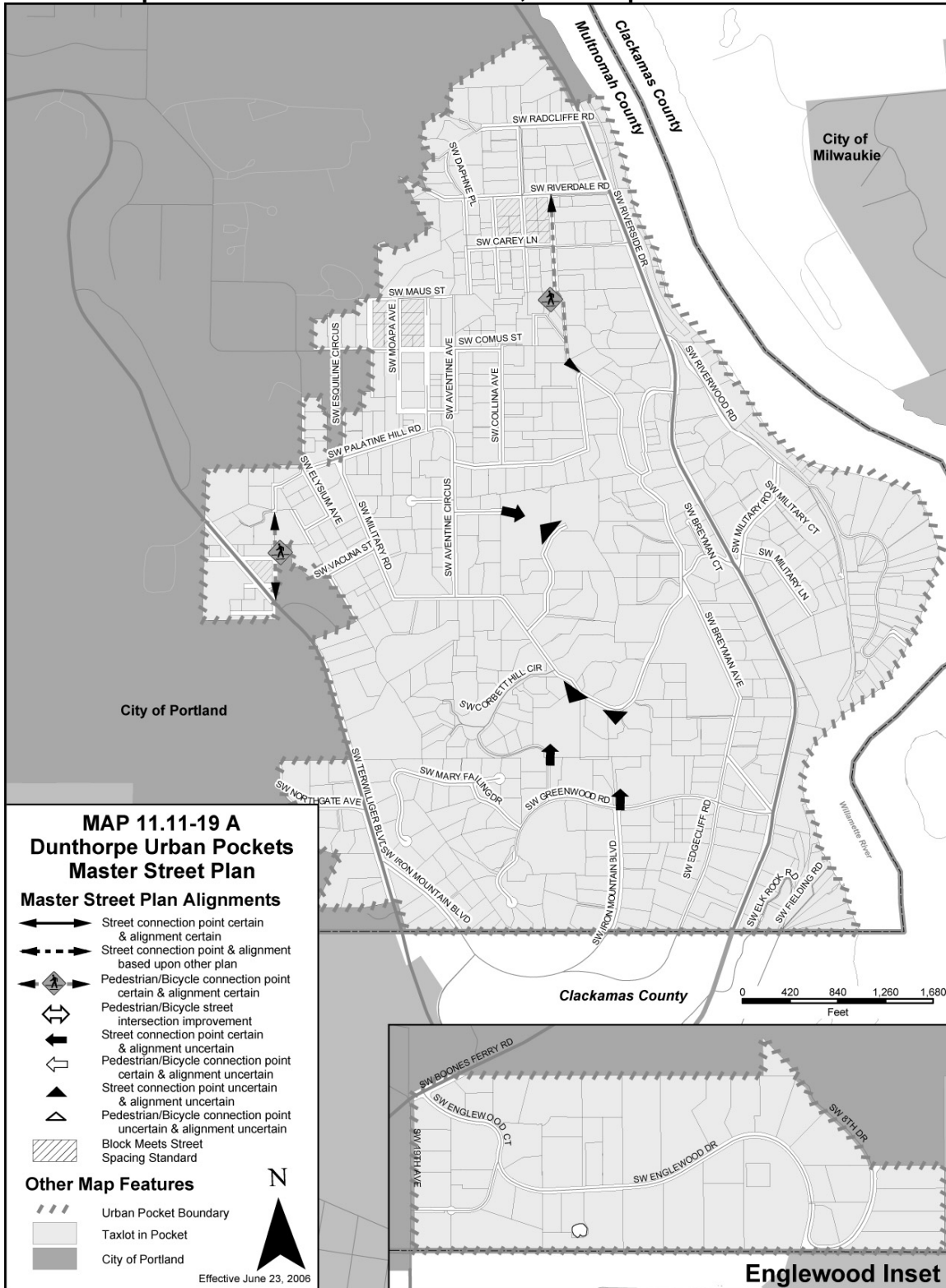


**LEGEND**

-  Proposed New Street
-  Existing Ped/Bike Connection to be Maintained
-  Proposed Ped/Bike Connection

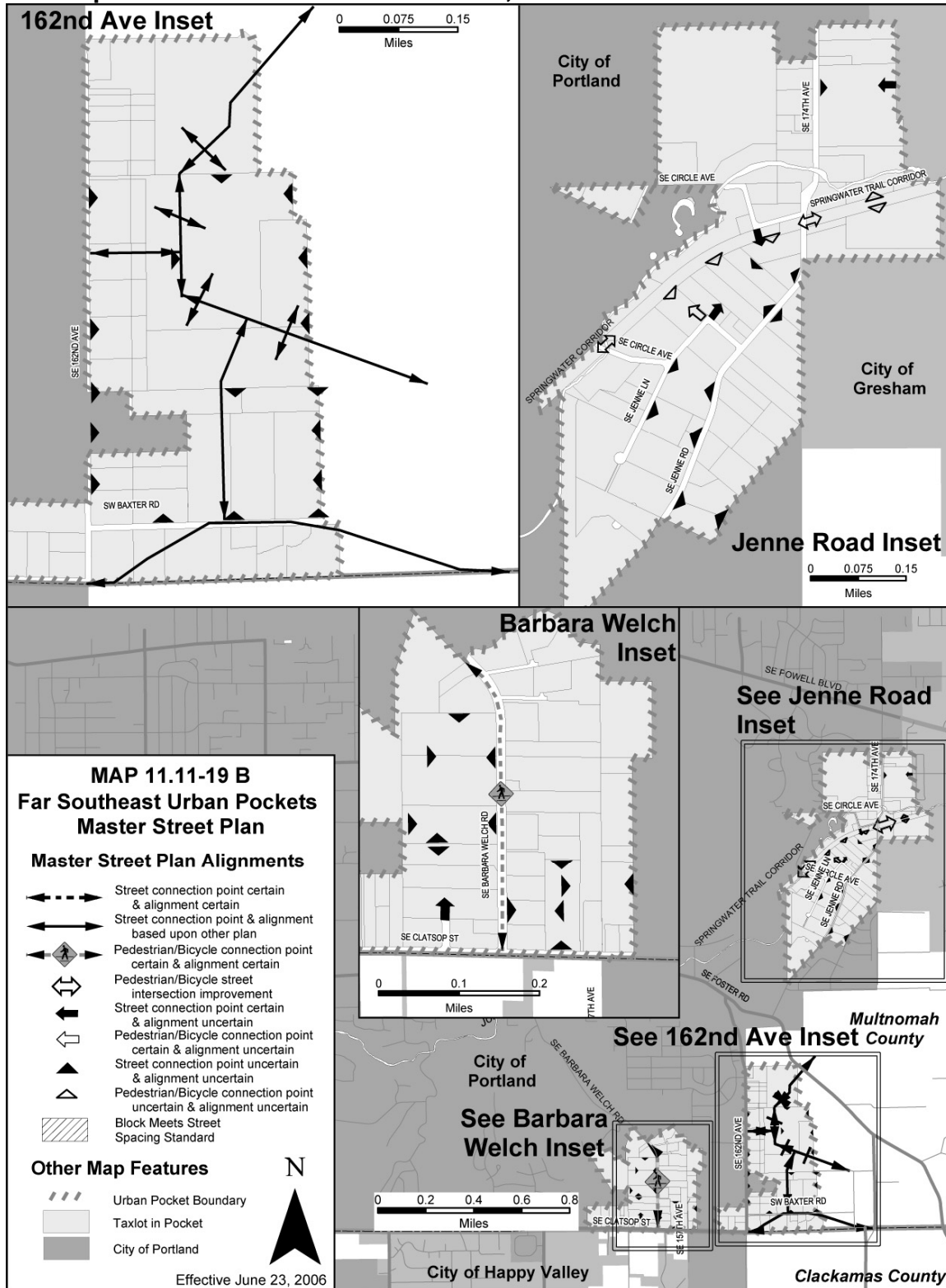


Map 11.11.19-A – Master Street Plan, Dunthorpe Urban Pocket 19



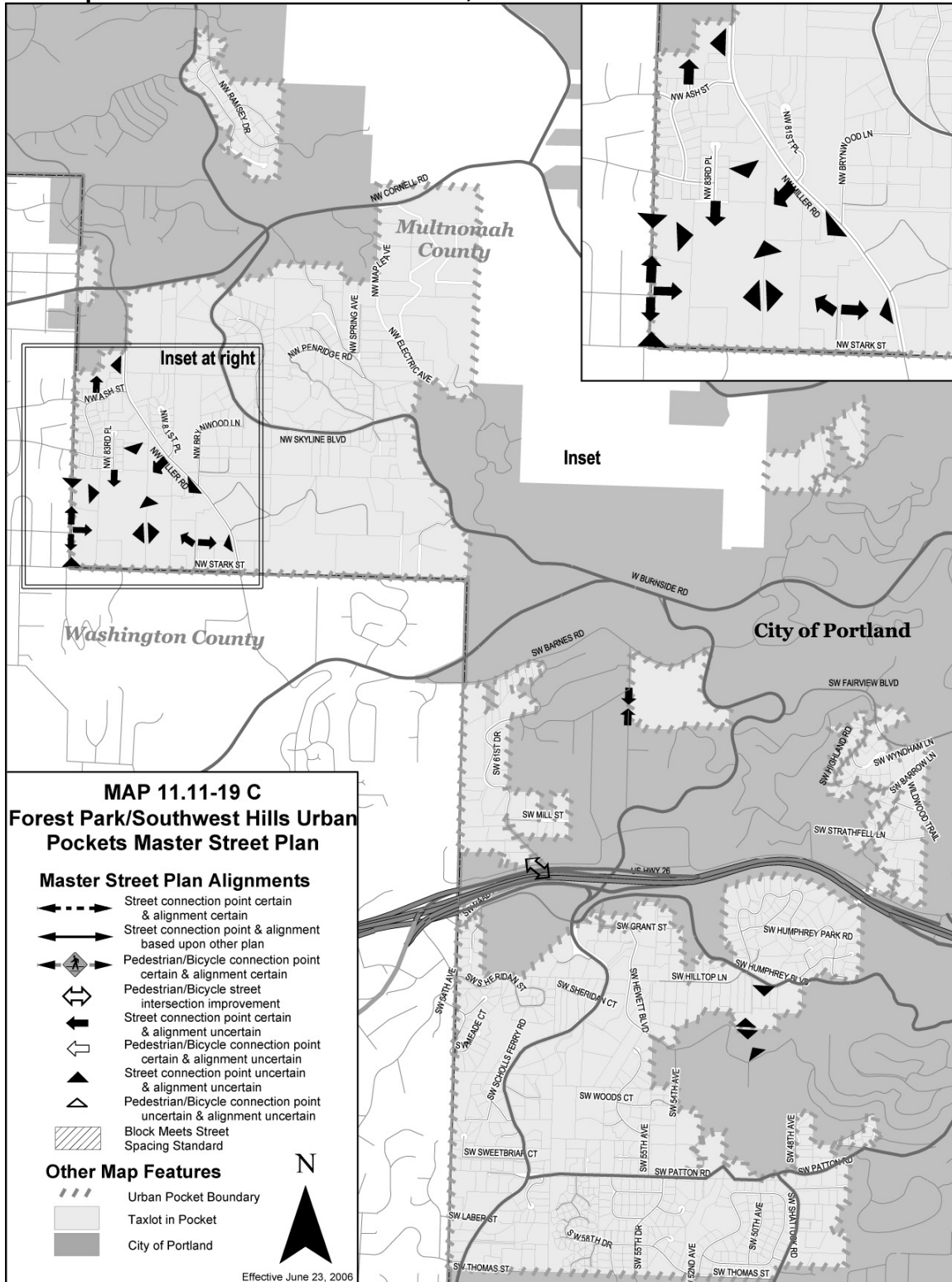
19 Amended by Ordinance 180871, April 2007

Map 11.11.19-B – Master Street Plan, Far Southeast Urban Pocket 20



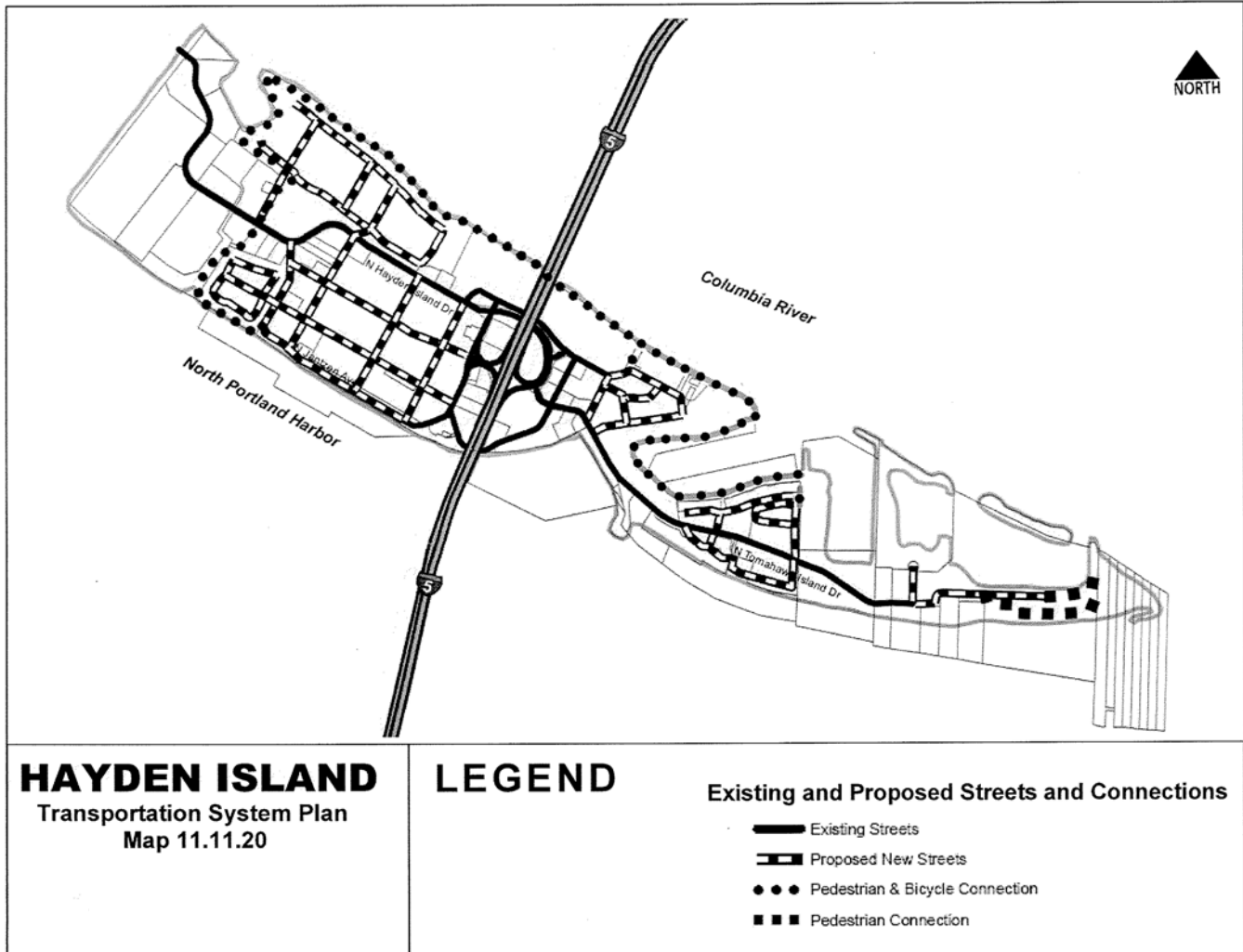
<sup>20</sup> Amended by Ordinance 180871, April 2007

Map 11.11.19-C – Master Street Plan, Forest Park/SW Hills Urban Pocket 21



21 Amended by Ordinance 180871, April 2007

Map 11.11.20 – Master Street Plan, Hayden Island <sup>22</sup>



<sup>22</sup> Added by Ordinance No. 183124, August 2009

**11.12 Maintenance** <sup>23</sup>

Support activities and programs that preserve, maintain, and prevent deterioration of the existing transportation system.

**Objectives:**

- A. Consider the potential impacts of maintenance obligations and life-cycle costs in the development of transportation projects and programs.
- B. Incorporate retrofitting or removing impervious surfaces and culverts identified in the region's fish passage and watershed management programs into maintenance activities for the transportation system.
- C. Use best management practices to address environmental impacts of maintenance activities.
- D. Pursue strategies for new sources of revenues for maintenance of the transportation system.
- E. Coordinate capital improvement program development with ongoing maintenance needs in addition to preservation and rehabilitation projects.

**11.13 Performance Measures**

Evaluate the performance of the transportation system at five-year intervals, using a set of benchmarks that measure progress toward achieving transportation goals and objectives.

**Objectives:**

- A. Maintain acceptable levels of performance on the regional transportation system, consistent with Table 11.1, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.
- B. Use level-of-service as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.
- C. Use alternatives to the level-of-service measure to determine the adequacy of the transportation system in areas that exhibit the following characteristics:
  - A mix of land uses, including residential
  - A mode split consistent with targets established for the area
  - Maximum parking ratios
  - Adequate existing street connectivity
- D. In areas identified by Metro that exceed the level-of-service in Table 11.1 and are planned to, but do not currently, meet the alternative performance criteria, establish an action plan that does the following:
  - Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
  - Establishes strategies for mitigating the future impacts of motor vehicles
  - Establishes performance standards for monitoring and implementing the action plan
- E. Develop performance measures to track progress in creating and maintaining the transportation system.
- F. Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro's targets for these areas.

---

<sup>23</sup> Amended by Ordinance No. 180871, April 2007

**Table 11.1**

Performance Measures for Regionally Significant Streets  
 Deficiency Thresholds and Operating Standards

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Acceptable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Acceptable Operating Standards		Exceeds Deficiency Threshold	
				1 <sup>st</sup> hour	2 <sup>nd</sup> hour	1 <sup>st</sup> hour	2 <sup>nd</sup> hour	1 <sup>st</sup> hour	2 <sup>nd</sup> hour
Central City, Gateway regional center, town centers, main streets, station communities	C	E	F	E	E	F	E	F	F
Corridors, industrial areas, intermodal facilities, employment areas, neighborhoods	C	D	E	E	D	E	E	F	E
Banfield Freeway (from I-5 to I-205) [Note 1]	E	E	F	E	E	F	E	F	F
I-5 North (from Marquam Bridge to Interstate Bridge) [Note 1]	C	E	F	E	E	F	E	F	F
Highway 99E (from the Central City to Highway 224 interchange) [Note 1]	C	E	F	E	E	F	E	F	F
Stadium Freeway (from I-5 South to I-5 North) [Note 1]	C	E	F	E	E	F	E	F	F
Sunset Highway (from I-405 to Sylvan interchange) [Note 1]	C	E	F	E	E	F	E	F	F
Other principal arterial routes [Note 2]	C	D	E	E	D	E	E	F	E
Areas of special concern [Note 3]	Areas with this Metro designation are planned for mixed-use development, but are also characterized by physical, environmental, or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need and have other streets that are available for circulation and access.								

**Note 1: Thresholds shown are interim; Metro will undertake refinement plans for these corridors, in conjunction with affected jurisdictions. The refinement plans will include performance measures for each corridor.**

Note 2: Principal arterials are identified in the Metro RTP. This is not a City of Portland designation.

Note 3: Areas of Special Concern are shown in the Metro RTP. This is not a City of Portland designation.

**SANITARY AND STORMWATER FACILITIES GOAL & POLICIES****GOAL:**

- 11 C** Ensure an efficient, adequate and self-supporting wastewater collection treatment and disposal system which will meet the needs of the public and comply with federal, state and local clean water requirements.

**POLICIES & OBJECTIVES:** <sup>24</sup>**11.14 Maintenance**

Maintain and improve the existing sanitary and storm sewer system through preventive maintenance and on-going appraisal.

**11.15 Improvement**

Require improvement of the existing sewer system in those areas adversely affected by overloaded sewer systems.

**11.16 Combined sewer overflows**

Control and reduce combined sewer overflows.

**11.17 Sub-Surface Disposal**

Discourage the development of on-site sub-surface waste disposal systems on lots smaller than two acres in size.

**11.18 Sewer Connections**

Require all new developments within the city limits to be connected to sanitary sewers except those that can be provided with acceptable sub-surface disposal, if a sewer is not available.

**11.19 New Construction**

In the development of new sewer systems, give priority to those unsewered areas developed at urban densities where health hazards or demand exist.

**11.20 Treatment**

Operate city treatment facilities to meet or exceed state effluent standards.

**11.21 Stormwater Management**

Integrate master planning for stormwater management with other city activities to achieve adequate drainage and to minimize pollution and erosion problems.

**11.22 Impervious surfaces**

Where necessary, limit the increase of Portland's impervious surfaces without unduly limiting development in accordance with the Comprehensive Plan.

---

<sup>24</sup> Revisions to Goal 11B, which was adopted by Ordinance No. 177028 in October 2002, caused a gap in numbering between Policies 11.13 and 11.18. Policies 11.18 through 11.62 were renumbered 11.14 through 11.58 as part of the 2006 publication of the Comprehensive Plan document.

**SOLID WASTE GOAL & POLICIES****GOAL:**

**11 D Provide for adequate solid waste disposal.**

**POLICIES & OBJECTIVES:****11.23 Disposal** <sup>25</sup>

Participate in the preparation and implementation of the Metropolitan Service District's Solid Waste Management Plan as appropriate.

**11.24 Recycling and Energy Recovery**

Support the development and utilization of solid waste recycling and energy recovery systems, if cost effective.

**WATER SERVICE GOAL & POLICIES****GOAL:**

**11 E Insure that reliable and adequate water supply and delivery systems are available to provide sufficient quantities of high quality water at adequate pressures to meet the existing and future needs of the community, on an equitable, efficient and self-sustaining basis.**

**POLICIES & OBJECTIVES:****11.25 Source**

Maintain and safeguard the Bull Run watershed as the primary water supply source for the community, with water quality preservation taking precedence over all other uses.

**11.26 Quality**

Maintain the quality of the water supply at its current level, which exceeds all state and federal water quality standards and satisfies the needs of both domestic and industrial consumers.

**11.27 Alternate Source**

Insure a reliable supply of water to the community through the development and maintenance of an alternate source (groundwater) for use during emergencies or periods of extremely high demand.

**11.28 Maintenance**

Maintain storage and distribution facilities in order to protect water quality, insure a reliable supply, assure adequate flow for all user needs, and minimize water loss.

**11.29 Storage**

Maintain city storage capacity of at least three times the average daily use of city users. Additional storage capacity contracted by outside-city water users will also be maintained.

---

<sup>25</sup>Amended by Ordinance No. 151360, April 1981



**11.30 Fire Protection**

Install and maintain public fire hydrants with adequate flow to serve the fire protection needs of all city residents and businesses.

**11.31 Design and Community Impact**

Design water facilities to be compatible with the area in which they are located.

**11.32 Outside User Contracts**

Secure long-term contracts with outside-city water purveyors in order to improve long-term water supply planning.

**11.33 Outside User Benefits**

Require water users outside the city that benefit from a new improvement to finance that portion of the improvement constructed for their benefit.

**11.34 Outside User Storage**

Require water purveyors, with whom the City has a contract, to provide storage of at least three times the average daily use of their community or to compensate the City for the additional cost of maintaining such storage within the City system.

**11.35 Equity**

Establish water rates based on the cost of providing water service in an equitable manner.

**11.36 Water Pressure**

Provide water at standard pressures (40 to 110 lbs. per square inch) to all users whenever possible.

**11.37 Energy Conservation**

Pursue system improvements, efficiencies in operation and maintenance of facilities to reduce and conserve energy.

**PARKS AND RECREATION GOAL & POLICIES****GOAL:**

- 11 F Maximize the quality, safety and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland.**

**POLICIES & OBJECTIVES:****11.38 Master Development Plans**

Maintain master development plans for city parks that address user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies and citizen involvement.

**11.39 Maintenance**

Provide programmed preventive maintenance to all city park and recreational facilities in a manner which reduces unplanned reactive maintenance and emphasizes the use of scheduled service delivery.

**11.40 Capital Programming**

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

**11.41 Improvements**

Base the priorities for improvement and development of parklands on documented needs and the following criteria: low long-term maintenance costs, location in deficient areas, broad community support, location adjacent to schools and other public facilities, support of neighborhood stabilization and community development projects and policies, and consistency with park master development plans.

**11.42 New Parkland**

Increase the supply of parkland, giving priority to: areas where serious geographical and service level deficiencies exist, land acquisition necessary to complete the “Forty Mile Loop” system, acquisition of lands appropriate for park development which have been declared surplus by other public agencies, and acquisition of environmentally unique areas and natural drainageways.

**11.43 Self-Sustaining Special Facilities**

Provide financially self-sustaining special facilities for motor sports, golf and indoor tennis.

**11.44 Other Special Facilities**

Develop and operate special recreational facilities which respond to identified public needs, can be programmed to insure maximum use, and can be financially self-sustaining.

**11.45 Aquatics Facilities**

Provide aquatics facilities in conjunction with School District #1.

**11.46 Recreation Programs**

Provide recreation programs and services including cultural, educational, historical, health and physical fitness, and sports (competitive and non-competitive) as required to meet a balanced program which includes the needs of the specially handicapped and the elderly within existing resources.

**11.47 Public/Private Opportunities**

Support private development and operation of single-use recreation facilities which meet an identified public need and the City’s recreational objectives.

**PUBLIC SAFETY GOALS & POLICIES****FIRE GOAL & POLICIES****GOAL:**

- 11 G    Develop and maintain facilities that adequately respond to the fire protection needs of Portland.**

**POLICIES & OBJECTIVES:****11.48    Service Level**

Provide a uniform level of fire protection throughout the city through a combination of both prevention and suppression activities.

**11.49    New Service**

As areas are annexed into the city, evaluate the level of fire protection and take action, as funds are available, to insure that these new areas receive the same level of fire protection provided to the rest of the city.

**11.50    Mutual response**

Continue to participate in mutual response agreements among fire districts and departments as long as the agreement provides equal and reciprocal benefits and enhances the ability of the City to provide uniform levels of fire protection throughout the city.

**11.51    Contracts**

Contracts for City fire protection services to outside-city businesses, residences, fire departments and districts should be initiated only if negotiations for annexations or mutual response agreements are not successful. Contracts, when established, should be coordinated with the annexation policy of the City and should provide an incentive for annexation.

**11.52    Emergency Access**

Require streets to be of high structural quality, sufficient width, and keep maintained to insure access of emergency and service equipment.

**POLICE GOAL & POLICIES:****GOAL:**

- 11 H    Develop and maintain facilities that allow police personnel to respond to public safety needs as quickly and efficiently as possible.**

**POLICIES & OBJECTIVES:****11.53    Service Level**

Meet a three-minute average response time for calls for the protection of life and property, and a five-minute average response time for calls for service. As new areas are annexed into the city, evaluate the level of police protection and take action, as funds become available, to insure that these new areas receive the same level of police protection provided to the rest of the city.

**11.54 New Service**

As the fringe areas of the city develop sufficiently to generate the necessary general fund tax revenues, provide new personnel and equipment to insure the same level of service provided to the rest of the city.

**11.55 Crime Prevention**

Reduce citizen fear of and susceptibility to crime through increasing awareness of crime prevention methods and involving the entire community in crime prevention programs.

**SCHOOLS GOAL & POLICIES****GOAL:**

- 11 I Enhance the educational opportunities of Portland's citizens by supporting the objectives of Portland School District #1 and adjacent districts through assistance in planning educational facilities.**

**POLICIES & OBJECTIVES:****11.56 Maximize investments**

Support school district facility and program investments in redeveloping neighborhoods through the City's allocation of housing assistance and park improvement investments.

**11.57 Safety**

Provide traffic improvements, such as sidewalks and bikeways, to promote safe routes to schools where attendance area reorganization requires longer travel distances for students.

**11.58 City Schools Policy**

Maintain on-going coordination with Portland School District #1 to achieve the goals and policies of the adopted City Schools Policy.

**PORTLAND INTERNATIONAL AIRPORT GOAL & POLICIES: <sup>26</sup>****GOAL:**

- 11 J Promote a sustainable airport (PDX) by meeting the region's air transportation needs without compromising livability and quality of life for future generations.**

**POLICIES & OBJECTIVES****11.59 Regulations**

Implement the Airport Futures Plan through the implementation of the Portland International Airport Plan District and by including the Airport Futures Plan as part of this Comprehensive Plan.

---

<sup>26</sup> Added by Ordinance No. 184521, April 2011

**Objectives:**

- A. Prohibit the development of a potential third parallel runway at PDX. Ensure a transparent, thorough, and regional planning process if the Port of Portland demonstrates a need for its construction.
- B. Support implementation of the Aircraft Landing Zone to provide safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.
- C. Support the Port of Portland's Wildlife Hazard Management Plan by implementing airport specific landscaping requirements in the Portland International Airport Plan District to reduce conflicts between wildlife and aircraft.

**11.60 Partnerships**

Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility.

**Objectives:**

Support an ongoing public advisory committee for Portland International Airport (PDX) to:

- A. Support meaningful and collaborative public dialogue and engagement on airport related planning and development;
- B. Provide an opportunity for the community to inform the decision-making related to the airport of the Port, the City of Portland and other jurisdictions/organizations in the region; and
- C. Raise public knowledge about the airport and impacted communities.

**11.61 Investments**

Ensure that new development and redevelopment of airport facilities supports the City's and the Port's sustainability goals and policies and is in accordance with Map 11.61.1.

**Objective:**

Allow the Port flexibility in configuring airport facilities to preserve future development options, minimize environmental impacts, use land resources efficiently, maximize operational efficiency, ensure development can be effectively phased, and address Federal Aviation Administration's airport design criteria.

Map 11.61.1 – Portland International Airport Facilities 27

