

# PORTLAND PLAN

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5. Future Possibilities and Choices

## Future Possibilities and Choices

These maps present information on possibilities and choices related to Portland's future growth and change. The Portland Plan is a key opportunity to consider these and other possibilities and to set direction for the city's future.

### Regional Growth Projections

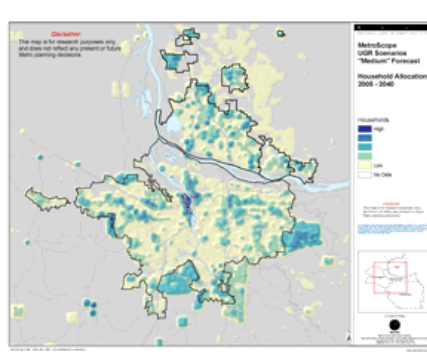
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## 5a. Regional Growth Projections



### Household Allocation

Shows Metro's projections for the distribution of new households by the year 2040 (medium growth scenario shown). Larger amounts of projected residential growth within Portland are anticipated in and around the Central City, along the Interstate Corridor, and around Gateway and other areas in Eastern Portland.



[Household Allocation \(PDF\)](#)

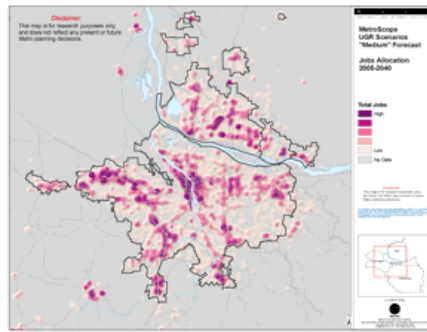
Metro (using their Metroscope model) forecasts total households in the three-county region in 2035 will be between 1.3 and 1.5 million, an increase of between 56 and 74 percent. The model projects total households in the City of Portland will be between 345,000 and 376,000, an increase of 44 to 57 percent from the 2005 baseline of 240,000 households.

Background Report:

[Household Demand and Supply Projections](#)

### Jobs Allocation

Shows Metro's projections for the distribution of new jobs by the year 2040 (medium growth scenario shown). Within Portland, the largest amounts of job growth are anticipated in and around the Central City and to a lesser extent around Gateway.



[Jobs Allocation \(PDF\)](#)

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### 20-Minute Neighborhoods

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## 5b. 20-Minute Neighborhoods



This mapping analysis highlights areas that have relatively good, walkable access to commercial services and amenities. It indicates locations that have concentrations of commercial services that are within relatively short walking distance of homes. Besides taking into account the availability of grocery stores and other commercial services, it takes

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- [1. District Baseline Information](#)
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- [3. Perspectives on Portland's Urban Form](#)
- [4. Urban Form Directions and Trends](#)
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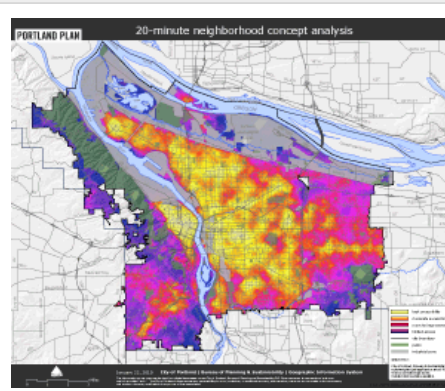
### 5. FUTURE POSSIBILITIES AND CHOICES

- [Regional Growth Projections](#)
- [20-Minute Neighborhoods](#)
- [Transit Possibilities](#)
- [Pedestrian System](#)
- [Bicycle System](#)
- [Regional and Local Trail Network](#)
- [Parks Target Acquisition Areas](#)

into account factors that impact pedestrian access, such as sidewalks, street connectivity, and topography.

The resultant “hot spot” map shows the gradient of access in different part of the city. “Hot spots” – orange, yellow, to white (hot) reflect areas with a greater degree of access. Magenta to blue areas have less convenient pedestrian access to services.

Portland’s Climate Action Plan sets an objective for 2030 calling for vibrant neighborhoods in which 90% of Portland residents can easily walk or bicycle to meet all basic daily, non-work needs.



[20-Minute Neighborhood \(PDF\)](#)

Focus on: [Central City/West](#) | [North](#) | [Inner East](#) | [East](#)

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**Transit Possibilities**

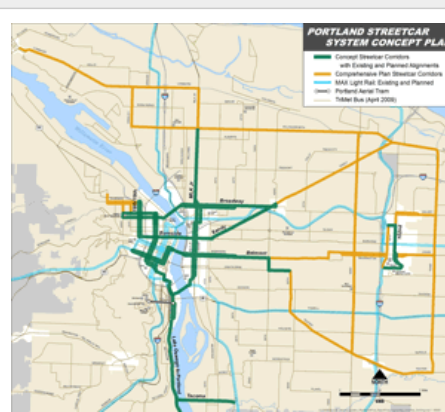


**5c. Transit Possibilities**



**Streetcar System Concept Plan**

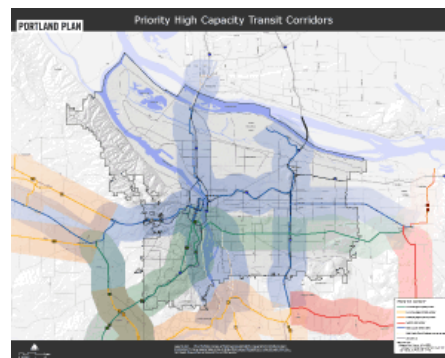
The Portland Streetcar System Concept Plan identifies potential future streetcar corridors that are intended to build upon the existing streetcar system and expand service in a way that best serve Portland’s neighborhoods and business districts. This map identifies those corridors that represent the best opportunities for potential streetcar corridors. The proposed corridors are identified as either “Concept Corridors”, which are relatively near-term possibilities; or as “Comprehensive Plan Corridors”, which would require significantly more planning and are longer-term possibilities.



[Streetcar System Concept Plan \(PDF\)](#)

**Regional High Capacity Transit**

Metro’s High Capacity Transit System Plan establishes priorities to guide future regional investments in light rail, commuter rail, bus rapid transit and rapid streetcar. The plan calls for a focus on three new transit corridors for investment in the near-term, including two within Portland: the corridor in the vicinity of Powell Boulevard, connecting Gresham to downtown Portland, and the corridor in the vicinity of Barbur Boulevard/Highway 99, connecting downtown Portland to Tigard.



[Regional High Capacity Transit \(PDF\)](#)

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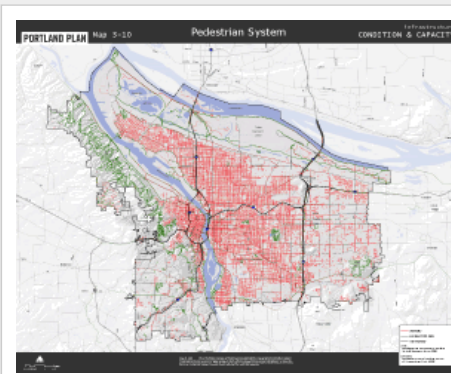
**Pedestrian System**



**5d. Pedestrian System**



This map shows Portland's sidewalk system. Pedestrian access is supported by the extensive sidewalk system and highly interconnected street systems of Portland's inner neighborhoods. However, the lack of sidewalks and street connectivity in eastern and western parts of the city compromise Portland's ability to foster walking as an attractive option in these areas. Limited public resources to address these shortcomings present challenges to improving pedestrian access in those parts of the city.



[Pedestrian System \(PDF\)](#)

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**Bicycle System**

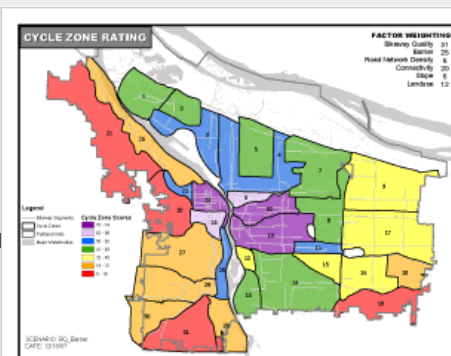
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**5e. Bicycle System: Cycle Zone Ratings**



Map from the Bicycle Master Plan Update's "Cycle Zone Analysis," which was used to assess how constraints and opportunities for bicycling vary across the city. This analysis considered factors such as the quality of bicycle facilities, street connectivity, destinations, and topographical constraints and other barriers.

Inner neighborhoods, with their high degree of street connectivity and concentration of destinations, were rated as most conducive to cycling. Factors that negatively impact bicycling in Eastern neighborhoods include poor street connectivity, few alternatives to heavily-trafficked streets, and dispersed destinations. Western neighborhoods share similar challenges, but also have hilly topography as a constraint.



[Cycle Zone Ratings \(PDF\)](#)

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PDOT: [Bikeway Network](#)

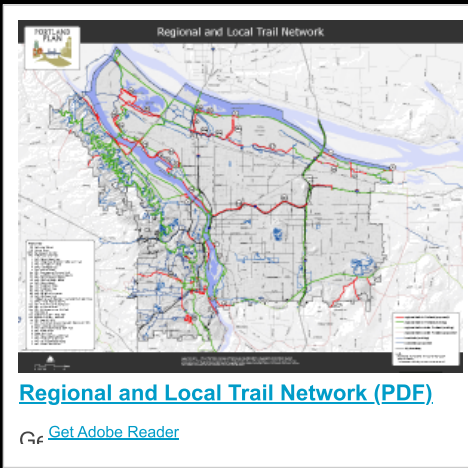
**Regional and Local Trail Network**

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**5f. Regional and Local Trail Network**



Indicates the locations of existing and proposed regional trails. They include potential extensions to the existing 40-Mile Loop and Willamette River Greenway trail systems, as well as new connections (such as the Red Electric Trail which would provide a pedestrian and bicycle route parallel to heavily-trafficked Beaverton-Hillsdale Highway and the proposed Sullivan's Gulch Trail).



**Parks Target Acquisition Areas**

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# 5g. Parks: Target Acquisition Areas



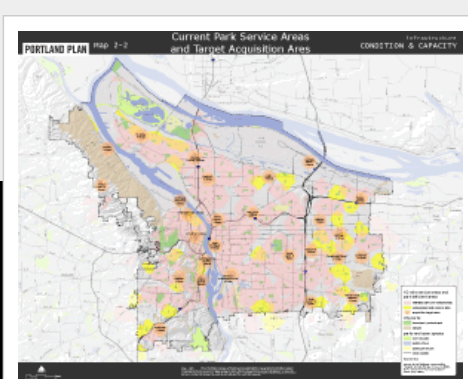
These maps detail Portland Parks and Recreation’s priorities for the acquisition, development and restoration of parks and natural areas, using Park System Development Charges revenue through 2020.

## Current Parks Service Areas & Target Acquisition Areas

Identifies areas with park deficiencies that are targeted for new park acquisition. These areas include mixed-use centers such as Gateway, Hollywood, and Hillsdale. It also identifies areas with undeveloped parkland where improvements are needed.

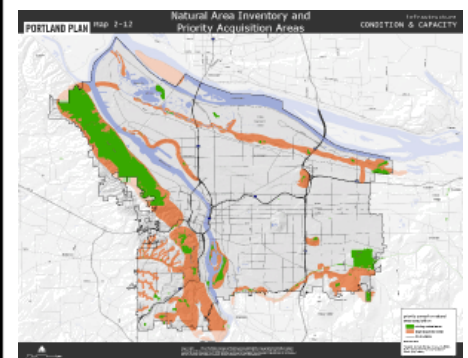
## Natural Area Inventory & Priority Acquisition Areas

Identifies natural areas that are targeted for acquisitions. These include stream corridors and hillside areas which hold potential to serve as habitat corridors, sometimes contiguous to existing public open spaces.



**Current Park Service Areas & Target Acquisition Areas (PDF)**

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**Natural Area Inventory & Priority Acquisition Areas (PDF)**

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Para obtener más información en español favor llamar a la línea de Información de la Ciudad y el Condado, (503) 823-4000.