

INSIDE

How Does Your
Neighborhood
Stack Up?

NOW IS THE
TIME TO PLAN
OUR FUTURE!



DRAFT

Portland Plan
Handbook

November 12, 2009

Portland Plan Handbook

A city is only as good as its last plan. And our last one brought to life some of the very things we admire most about our city. It laid the groundwork for one of the best transportation infrastructures in the county and enabled us to develop a vibrant central city. That was 1980 and almost half of us weren't even here then.

It is time for a new plan. Today we have many new challenges. Only 63 percent of our students graduate on time. Forty-five percent of our electricity comes from burning coal. And our unemployment rate tops 11 percent. The Portland Plan will be the roadmap for meeting our challenges head on for the next 25 years. It will guide us through the process of prioritizing our choices and deciding where we want to spend our public dollars. The Portland Plan must include both long-term goals and immediate short-term actions to ensure that we're moving in the right direction.

This means we need to gather the facts and assess the challenges and opportunities facing our community. We must examine the possibilities for the future and, together, decide what is most important in developing a plan of action.

It also means that we must strive to be well-coordinated with other government and community partners. Together, public agencies spend \$9.7 billion a year on public services within the city limits. We can, and we must, do a better job coordinating how that money is spent and aligning our efforts toward shared community goals.

So get involved. Great things rarely happen by accident. This is your chance to help begin to define our priorities, guide our investments and set the course for our future.

Please read this handbook, fill out the survey included in back or go online, because more voices mean better choices.

City of Portland | Metro | Multnomah County | Portland State University | Portland Public Schools
| Parkrose School District | Centennial School District | David Douglas School District | Reynolds
School District | Oregon Health & Science University | Portland Community College | TriMet |
Portland Development Commission | Housing Authority of Portland | East Multnomah Soil & Water
Conservation District | West Multnomah Soil & Water Conservation District |
Multnomah County Drainage District | Worksystems Inc.

Table of Contents

I. Why Plan? PAGE 4

This section will help you understand our city's core challenges. It provides a foundation for making decisions about the actions we need to take to turn these challenges into opportunities.

II. Action Area PAGE 10

These proposed action areas are elements with which we can plan the future direction of our city.

Prosperity, Business Success & Equity

Create jobs, support neighborhood prosperity and promote economically, environmentally and socially sustainable industries. **PAGE 14**



Education & Skill Development

Provide opportunities for Portlanders to develop skills and knowledge needed for satisfying lives and create a well-trained and educated workforce. **PAGE 18**



Sustainability & the Natural Environment

Conserve natural resources and advance Portland's position as a leader in sustainable environmental practices. **PAGE 22**



Human Health, Food & Public Safety

Offer opportunities for healthy living and promote public safety. **PAGE 26**



Design, Planning & Public Spaces

Encourage quality urban design that respects neighborhood character while stimulating innovation. **PAGE 30**



Neighborhoods & Housing

Promote affordable and diverse housing options in livable neighborhoods. **PAGE 32**



Transportation, Technology & Access

Provide sustainable transportation options and ensure all Portlanders can access basic needs and services. **PAGE 36**



Quality of Life & Civic Engagement

Continue Portland's legacy of civic engagement and active community life. **PAGE 40**



Arts, Culture & Innovation

Support the presence of arts and culture as a part of everyday experience in Portland. **PAGE 42**

III. The Fine Print

PAGE 44

Where Do We Go From Here?

For More Information

Background Report Reference Guide

Periodic Review

www.PDXPlan.com

Twitter: @PDXPlan, #PDXPlan

Facebook: www.facebook.com/PDXPLAN

I. Why Plan?

For nearly 30 years, Portlanders have worked to make our city thriving and sustainable by:

- Reducing waste and increasing recycling more than most other cities in U.S.
- Trimming greenhouse gas emissions by 19 percent per person
- Building a city in which 79 percent of Portlanders live within a half-mile of a park or open space
- Creating green streets and eco-roofs to improve water quality
- Providing world class transit

Each of these successes has roots in Portland's 1980 Comprehensive Plan.

Although we face some trends and challenges that were familiar in 1980, like the need to develop stable well-paying jobs and adjust to rising energy costs, we are not the same city we were then.

Today, Portland must also contend with trends like an increasing equity gap, climate change and the growing cost of maintaining and building infrastructure (bridges, sewers, reservoirs and parks, etc.); trends that were unknown or barely acknowledged 30 years ago.

We're also bigger than we were in 1980. About half of today's Portlanders weren't here in 1980 and since then, the city has grown by about 23,000 acres, mostly east of I-205.

Portland's past planning efforts yielded many successes, but our current trends and challenges are different in scope and urgency than those we faced in 1980, so we need a new way to plan.

Today we need a plan based on partnerships that sets common goals and targets for all agencies that work within Portland's boundaries.

We need a plan that calls us to action, individually and collectively. We need a plan that includes clear investment priorities and has quantifiable measures of success, so we can track our progress and make adjustments as we move forward.

In order to create a plan for making Portland thriving and sustainable, we need to understand the trends that are driving change in our city. Understanding these trends will give us a good foundation for setting goals, identifying actions and prioritizing investments.

Provided on the next few pages is information about some of the bigger trends that will change the way Portlanders think, act and make decisions today, tomorrow and 25 years from now.

- VALUES:**
- EQUITY AND ACCESS
 - ECONOMIC, SOCIAL AND ENVIRONMENTAL SUSTAINABILITY
 - CONNECTED AND DISTINCTIVE COMMUNITIES

visionPDX

Success

Challenge

Portland continues to capture a large share of the region's new housing.

But median-priced homes are out of reach of those earning the area's median income.

About 40 percent of the region's jobs are located in Portland.

But between 2000 and 2006 Portland only captured 11% of the new jobs in the region.

Water quality in the Willamette River is improving.

But the contaminated sediment in the Portland harbor is a Superfund clean up site.

Overall Portland has reduced carbon emissions one percent below 1990 levels.

But, current practices and policies will not meet our carbon reduction goals.

We have a world-class transit system.

But do not have the funds to maintain or replace all of our aging infrastructure.

AN INCREASING EQUITY GAP

Portland is often heralded as an affordable and livable West Coast city. It is a place where people enjoy urban amenities in a reasonably priced and comfortable atmosphere. However, two changes in recent decades put that enjoyment at risk: declining real income and rising housing costs.

Income Disparity

Since 1979, gains in real income have been concentrated in the top 20 percent of earners. During this time, home prices increased at a greater rate than wages. In recent years, housing prices in Portland's close-in neighborhoods have also risen sharply. These two trends have resulted in gentrification, displacement and migration within the city.

Affordable Family Housing

Today much of Portland's affordable housing is located in areas like Cully and Brentwood-Darlington, which are without frequent transit service, comparatively distant from job centers and lack complete sidewalk systems.

If these trends continue, and if housing costs continue to outpace wages, Portland will be less able to provide viable housing opportunities for working families with children, elderly people, unemployed, low-income people and many others.

Schools

Changes in where families choose and can afford to live also affect our schools. For example, in East Portland schools face increasing enrollment and must find ways to serve students with diverse needs. In some areas schools are challenged by declining enrollment and limited funds.

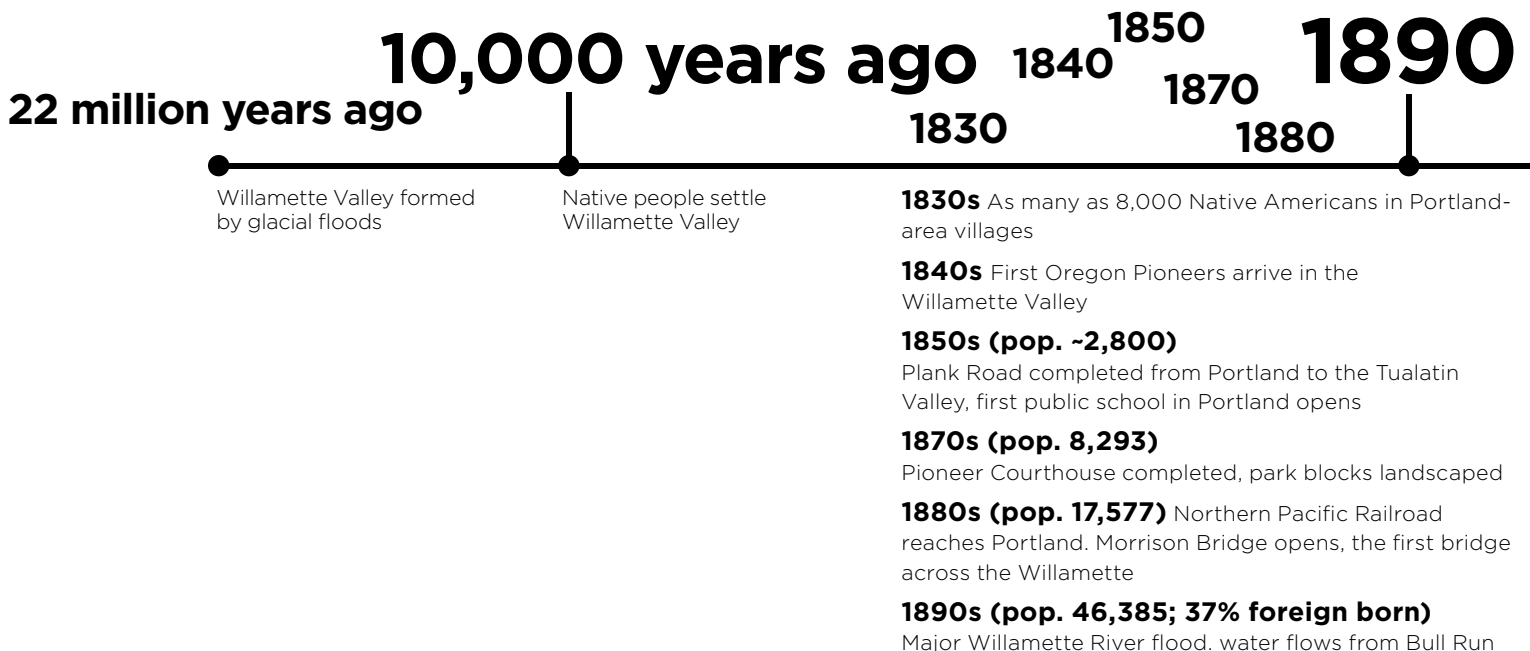
CLIMATE CHANGE & ENERGY

Energy is fundamental to our economy and quality of life. We use fuel to move people and goods, electricity to power buildings and manufacturing, and natural gas to heat our homes and water. However, if we continue to use energy inefficiently, our quality of life may begin to decrease.

Climate Change

Climate change is one of the defining challenges of the 21st century. The world's leading scientists report that carbon emissions from human activities have begun to destabilize the Earth's climate. Billions of people will experience these changes through threats to public health, national and local economies, and supplies of food, water and power.

Did you know almost 70% of Portland and Multnomah County's electricity comes from fossil fuels: coal and natural gas?



Portland must reduce local carbon emissions to 80 percent below 1990 levels by 2050 to respond to and mitigate some of the challenges posed by climate change. While we have slowed emissions more than most urban areas, carbon emissions are only 1 percent below 1990 levels.

Rising Energy Costs

Maintaining our current energy habits will also strain household budgets. Between 2000 and 2007, electricity costs in Portland increased by 75 percent, natural gas by 91 percent, and transportation fuels by 102 percent.

Local Alternatives

Because Oregon has almost no fossil fuel resources, it helps our local economy to spend less on energy. By investing in efficiency improvements and renewable energy, and by using public transportation, walking and biking, we will send less money out of our local economy.

Currently, the transportation of goods and people accounts for 40 percent of Multnomah County carbon emissions. Land use planning and transportation funding decisions greatly influence transportation related emissions. For that reason, emissions reduction depends critically on coordinated land use policies and the development of infrastructure for low-carbon modes of transportation (e.g., walking, biking and transit).

However, the challenges posed by climate change require a response that goes beyond reducing carbon emissions. Climate protection must be linked with actions to create and maintain jobs, improve community livability and public health, address social equity and foster strong, resilient natural systems.

JOB DEVELOPMENT

The Portland metropolitan region is Oregon's job center. For much of its history, Portland has been the center of the state's economic engine — a West Coast gateway for international trade, home to diverse industrial districts and the state's office and service center.

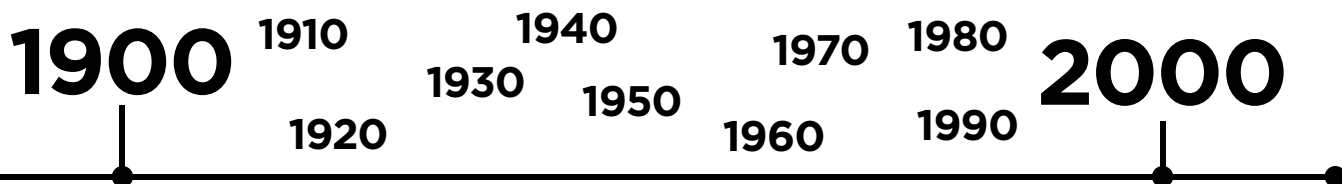
Employment Rates

In October 2009, the unemployment rate in Multnomah County was over 11 percent. The national unemployment rate was 10.2 percent.

We have seen this before. During the early 1980s and the early 2000s, Portland experienced spikes in unemployment. At the same time, Portland's reputation as a great place to live has attracted new people to the region.

Job Growth Rates

In 2006, 40 percent of the metropolitan area's one million jobs were located in Portland, compared to 26 percent of the population. However, Portland's job growth rate is slower than the region's. While Portland



1900s (pop. 90,427) Lewis and Clark Exposition
1910s (City doubles in size to 207,214 residents) World War I shipyards, Spanish Influenza outbreak in 1918
1920s (pop. 258,288) 198 miles of streetcar lines in Portland, first stop signs
1930s (pop. 301,815) 20% of Portland workforce unemployed, St. Johns Bridge opens
1940s Dorothy Lee, first woman Mayor elected, Forest Park established, Portland's African American population increases from 2,100 to 15,000 as people migrate to build wartime ships, Vanport flood
1950s (pop. 373,628) David Douglas School district formed, gateway shopping center opens, first segment of the Banfield Freeway

1960s (pop. 372,676) Columbus Day storm, Tri-Met formed
1970s (pop 379,967) Oregon enacts land use planning laws, Portland Downtown Plan adopted, Metropolitan Arts Commission formed, Harbor Drive closed for Waterfront Park, Charles Jordan first African American City Commissioner, Metro created
1980s (pop. 368,139) Portland's first Comprehensive Plan adopted, Mt St Helens erupts, I-205 Freeway crosses the Columbia River, First MAX line opens to Gresham
1990s (pop. 438,802) Portland annexes large segment of mid-county, adopts first Carbon Dioxide Reduction Strategy
2000s (pop. 513,325) Fifth MAX line opens to Clackamas, there are at least 30,000 people with Native American ancestry in Portland

captured 27 percent of new regional jobs between 1980 and 2000, only 11 percent of new regional jobs were within Portland's city limits between 2000 and 2006.

Central Portland is a notable bright spot. Between 2000 and 2006, Central Portland gained approximately 12,000 new jobs. Because the rest of Portland lost jobs, Portland only gained 4,700 net new jobs between 2000 and 2006.

THREATS TO ENVIRONMENTAL QUALITY

Located at the confluence of two rivers and between two mountain ranges, Portland has a wealth of natural resources that provide valuable habitat for people, fish and wildlife. These resources clean our air and water, stabilize hillsides and soak up rainwater.

Portland is an urban environmental leader — a city with nature in neighborhoods and green streets, and eco-roofs that filter stormwater rather than sending pollutants directly downstream. It is a city where bald eagles nest on urban islands and old groves of state-ly fir trees define neighborhoods and where salmon and trout live in urban streams.

Effects of Urbanization

However, many of Portland's ecologically, aesthetically and economically valuable natural resources are at risk. Urbanization has filled flood plains, causing seasonal flooding damage. Streams are unable to support healthy fish populations, and groves of trees that provide wildlife habitat, trap carbon and reduce heat island effects are vulnerable to development.

Portland has come a long way since the days when sewage and industrial waste were regularly dumped into the Willamette River. However, natural ecological processes in Portland will weaken if we create more paved and impervious areas and allow invasive species to spread. Without thoughtful intervention, populations of native fish and wildlife will continue to decline, and Portlanders will suffer from a polluted environment.

Integrated Solutions

Our challenge is to improve the health of our watersheds, care for trees, manage stormwater and protect habitats while still meeting our economic development and housing needs.

Did you know Portland has almost 26,800 acres of environmentally sensitive natural areas (about 31% of the land area of Portland)? Currently, about one-third of these areas are not protected.



Did you know that invasive plants are the second largest threat to biodiversity, behind habitat loss? Invasive plants spread quickly and can displace or prevent the growth of native plants and can form monocultures. This can exacerbate the decline of native plant communities and impair the overall complexity and resilience of the ecosystem. English Ivy and the Himalayan Blackberry are among the more common invasive plant species in the region.

GROWING INFRASTRUCTURE NEEDS

Portland's physical infrastructure — its existing roads, pipes, reservoirs, buildings and other facilities — are valued at approximately \$22.4 billion.

Over the coming decades, the City will face many infrastructure challenges — like finding ways to provide adequate park and transportation amenities for current and future Portlanders. At the same time, we need to continue to maintain and upgrade the systems we already have.

Increasing Costs

We will need to invest an estimated \$136 million per year for the next 10 years to keep our infrastructure systems in working order and to meet environmental and safety regulations. That level of investment would require spending 25 to 40 percent more than we spend today.

Through the Portland Plan, we have the opportunity to reassess service levels and identify strategic investments to make sure we have the right transportation, parks, water, and sewer services in the right places.

Setting Priorities

We have choices about how to spend limited infrastructure dollars. In coming years, we will need to consider the full long-term costs of improvements and repairs, pursue innovative funding sources and partnerships, and work together to make tough choices about funding priorities.

Did you know that funding for infrastructure comes from many sources?

Common sources include user fees, taxes, charges for new development, grants (federal, state and local), partnerships and donations. Many sources limit the kinds of eligible projects, while others cover only portions of a project's total cost.

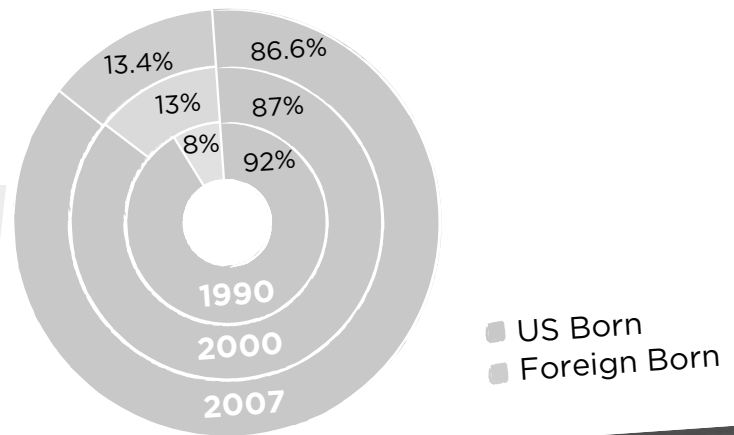
For example, the Federal Transit Administration will contribute \$75 million to the Portland Streetcar Loop project, which will bring the streetcar system across the Willamette to connect OMSI and Lloyd Center to the rest of Central Portland. However, a significant local match is needed to complete the project. Operations and maintenance is also a local responsibility.

DEMOGRAPHIC SHIFTS

Portland has started to become a more diverse city. Our increasing diversity has introduced us to different cultures, practices and ways of thinking. While this process is enriching for many, it can be challenging for others. As we continue to attract new residents from around the world and the nation, acknowledging, welcoming and nurturing a diverse Portland will be critical to helping Portland thrive.

In 1990, according to the US Census, Portland's population of 437,319 was 85 percent white (370,135 persons); 7.7 percent African-American (33,530 persons) and 5.3 percent Asian-American (23,185 persons). In 2000, Portland's population of 529,121 was 78 percent white (412,241 persons), 6.6 percent African-American (35,115 persons) and 6.3 percent Asian-American (33,470 persons). Between 1990 and 2000, Port-

Portland: Population by Place of Birth 1990, 2000, 2007



land's Hispanic or Latino population, which includes people with a range of racial backgrounds, increased from 13,874 persons to 36,058 persons—an increase of approximately 160 percent.

Local community agencies like the Native American Youth and Family Center (NAYA) and the Native American Rehabilitation Association of the Northwest, Inc. (NARA, NW) have raised awareness about Native populations by completing a community-validated survey of the native population. In 2003, Native agencies reported a community validated population of 31,000. This highlights a significant undercount in the 2000 Census, which reported between 6,785 and 14,701 American Indians and Alaskan Natives in Multnomah County.

Portlanders won't just see change in the racial and ethnic background of friends, colleagues and neighbors, the age distribution of Portlanders, along with the rest of the nation, is expected to change. A greater proportion of Portlanders will be of late middle age and older and there will be more one or two person households. The age distribution of residents and household size affects the types of housing needed, the design of public spaces and the services provided by the City.



II. Action Areas

Sustainability means more than environmental stewardship; it is also about caring for our economy and for each other.

It means recognizing that our actions matter and that each individual choice makes a difference to our health and to the health of our community.

This aims to support the local economy while addressing the equity gap in household incomes.

The nine proposed action areas set a framework to initiate discussions and identify choices. These provide a starting place to identify the targets we'll need to reach and the actions we'll need to

ACHIEVING THIS VISION OF A THRIVING AND SUSTAINABLE CITY IS POSSIBLE.

BUT, IT WILL TAKE WORK.

When pursuing our vision for a sustainable city, equity matters. If we are going to thrive, we need to ensure all Portlanders have access to the jobs, quality housing, education, art, nature, recreation and other services and amenities we need to live full and enriching lives. We value our diverse communities, so it is important to ensure that we have the social networks and built environment that helps us stay connected.

The Portland Plan will address a diversity of topics that are interrelated. In the following pages, you'll see how each action area responds to multiple trends. For example, 'Human Health, Food and Public Safety' responds to increasing inequities in the city, climate change and threats to environmental quality. 'Prosperity, Business Success & Equity' covers job development, education and growing infrastructure needs.

take to achieve our vision. The action areas may change to better meet community needs, but that's OK, that's what the planning process is for.

We've set some targets with the Climate Action Plan and the Economic Development Strategy. And, we have a strong foundation in other areas like watershed health. As part of the planning process, we will need to establish additional common goals in areas like human health and education.

We are on the right track; however there is a lot of work yet to do. We need to work together - public agencies, individuals, community groups, businesses and non-profits - to establish shared priorities, set targets, and take action to achieve them.

PORTLAND IS A THRIVING AND SUSTAINABLE CITY, NOW AND IN THE FUTURE. A THRIVING AND SUSTAINABLE CITY IS PROSPEROUS, HEALTHY AND OFFERS ALL OF US OPPORTUNITIES TO SUCCEED.



Prosperity, Business Success & Equity



Neighborhoods & Housing



Education & Skill Development



Transportation, Technology & Access



Sustainability & the Natural Environment



Quality of Life & Civic Engagement



Human Health, Food & Public Safety



Arts, Culture & Innovation



Design, Planning & Public Spaces

How do I use the action areas?

The following pages include a description of each area and a collection of facts and information that give you a snapshot of how we're doing. At the end of each action area are a series of questions to consider. Please use the action areas as a framework for organizing your thoughts and ideas about what we should do to ensure that Portland is a thriving and sustainable city into the future.

www.PDXPlan.com

Twitter: @PDXPlan, #PDXPlan

Facebook: www.facebook.com/PDXPLAN

ACTION AREA MEASURES MATRIX

These measures are some topics we might use to evaluate how our community is doing and what issues we need to focus on. This chart shows how the topics in each action area are integrated with other action areas.



Employment Growth Forecast
Target Employment Sectors
Market Capture



High School Graduation Rate by School
High School Graduation Rate by Race and Ethnicity
Third Grade and Middle School Achievement
Educational Attainment (Adults 25 and over)



Carbon Emissions
Percentage of Energy Produced with Clean District Energy
Solid Waste Reduction
Tree Canopy Coverage
Nature in Neighborhoods
Stream Water Quality



Access to Neighborhood Parks
Access to Full-Service Grocery Stores, Farmer's Markets and Community Gardens
Adult and Teenage Obesity
Emergency Response Time
Life Expectancy
Drinking Water Quality
Crime Rate



Walkability



Household Affordability
Housing Stock
New Building Permits
Neighborhood Change



Daily Vehicle Miles Traveled Per Person
Access to Work (Commute Mode Split)
Home Internet Access
Sidewalks



Volunteerism
Neighborhood Block Parties
Voter Turnout



Public Arts Spending
Library Circulation
Participation in Parks and Recreation Arts Classes

Prosperity & Business Success & Equity

Education & Skill Development

Sustainability & the Natural Environment

Human Health, Food & Public Safety

Design, Planning & Public Spaces

Neighborhoods & Housing

Transportation, Technology & Access

Quality of Life & Civic Engagement

Arts, Culture & Innovation





ACTION AREA:

Prosperity Business Success & Equity

**growth of businesses • robust employment • high quality jobs •
Portland's green economy • small business support •
community economic development**

WHY IS THIS IMPORTANT?

To succeed, Portland businesses need to be competitive, regionally and globally.

Since the 1990s, economic globalization has pressured cities to develop distinct niches in the global economy to remain prosperous. As our share of regional jobs has declined, our position in the regional economy has begun to change. To be economically vital, Portland needs to continually define its role in the regional, national and global economic landscapes.

Access to high quality, well-paying jobs for Portlanders across the educational spectrum will improve equity.

Portland's economy has become less equitable in the past decades with fewer Portlanders sharing the rewards of the region's growing economy. We need to find ways to support the development of employment sectors that provide stable well-paying jobs for workers across the educational spectrum.



BUSINESS DISTRICTS

Largest Market Capture

42nd Avenue
Foster
Montavilla
Mississippi
St. Johns

Smallest Market Capture

International (Upper Sandy)
North-Northeast
Midway (Outer Division)
Woodstock
Hillsdale

The top five business districts drew people from around the region. The districts with the smallest draws did not perform as well.

HOW ARE WE DOING?

Job growth in the city has not kept pace with population growth. Since 2000, Portland's 40 percent share of jobs in the region has declined, despite our expanding share of the region's housing.

Employment Growth and Land Use

Metro forecasts that the region will add about 520,000 new jobs by 2035 (a mid-range estimate). This forecast is optimistic. It estimates that Portland will once again capture about 27 percent of new regional jobs, which would result in 150,000 net new jobs in the City by 2035.

Green innovation is a growing component of Portland's economic success.

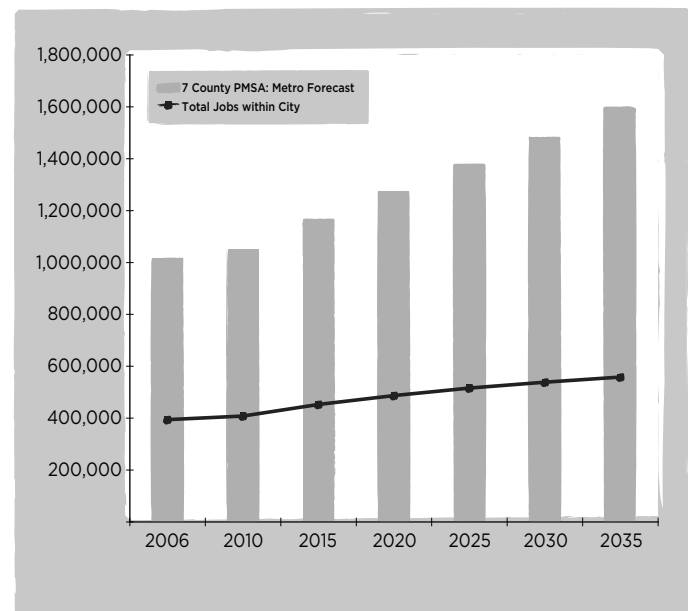
Portland's strategy is to capitalize on a powerful emerging employment sector (green industries) and its well-earned reputation as a sustainable city. Economic growth and environmental health must be partners for success.

Enhancing small business and community economic development opportunities will support economic diversity and resiliency.

Portlanders appreciate their local businesses. Neighborhood businesses provide jobs and offer residents needed goods and services within walking distance of many homes. Traded sector businesses help put us on the world stage. They often provide higher wage jobs and help bring money into the local economy.

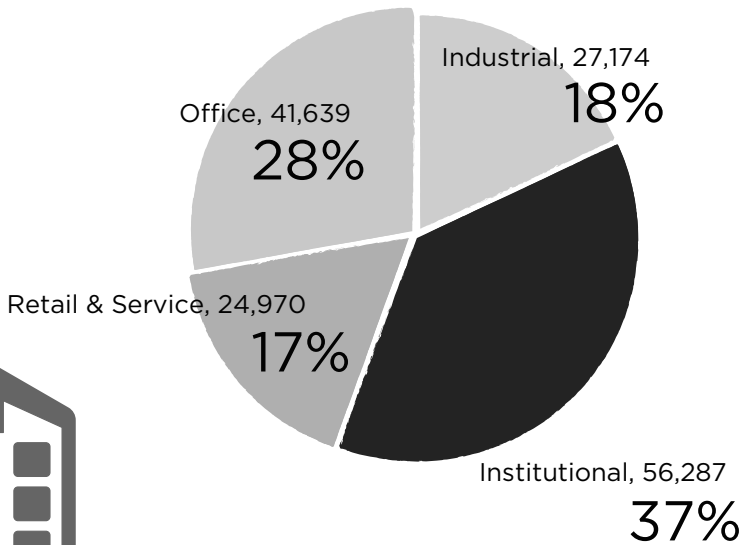
The City should support large and small local businesses to preserve our diverse economy and enhance our local, regional and global economies.

This chart shows Portland's projected share of regional job growth.



prosperity,
business success & equity

Forecasted Employment Change 2010-2035



The chart shows forecasted job growth in Portland's four major employment sectors: institutional, industrial, office and retail and service.



Portland has four main employment sectors: office, institutional, industrial and retail. Each sector has its own geography. Portland's office jobs are concentrated in the central city. The industrial jobs are located mainly in the Portland Harbor and Columbia Corridor, areas rich in marine, rail, pipeline and freeway infrastructure. Many institutional jobs are concentrated on hospital and university campuses near neighborhoods. Retail and service sector jobs are dispersed across Portland.

The City estimates that Portland will need about 600 more acres of industrial land and 360 more acres of institutional land, for uses such as hospitals and universities, to meet the job forecast (150,000 new jobs by 2035).

Looking Forward

To support job growth, Portlanders will need to find ways to increase the use of employment land, make brownfields developable and address other development constraints.

We have a well-educated workforce (39 percent of Portlanders have a bachelors degree) but we need to make sure that young Portlanders are getting the education they need to succeed and that all adults have opportunities to gain the skills needed to compete in today's job marketplace and in new industries. However access to capital to grow businesses and create jobs is limited.

In the long term, providing a skilled and educated workforce, the infrastructure needed to move goods and people and the land needed for businesses to plant roots and grow, as well as expanding access to capital and lowering the cost of doing business will be critical to job development.

Portland City Council recently adopted an economic development strategy that focuses on a clear set of priorities to make progress over the next five years. For more information, check out the Portland Development Commission's website at www.pdc.us.

What is a brownfield?

A brownfield is a site where contamination — or the possibility of contamination — is preventing use or redevelopment. There are many different kinds of brownfields, including large industrial sites, but also small properties in every community that were once places like gas stations or dry cleaners.





Target Employment Sectors

The following four traded sector industry clusters will help develop Portland's niche in the global economy:

- 1 Clean technology and sustainable industries
- 2 Activewear
- 3 Software
- 4 Advanced manufacturing

Status: 14% of Portland's workers are employed in the target industry clusters.

Target: 18% of Portlanders are employed in the key sectors by 2014.

Source: Portland Economic Development Strategy.

What is the Traded Sector?

The traded sector is the portion of the local economy that serves regional, national and international markets. Traded sector businesses are businesses that create a product here, but sell or trade it with businesses or people who are not part of the local economy.

Why should I think about the traded sector?

Trading with people and businesses outside the local economy makes it possible to bring additional money into our local market. Growth in the traded sectors offers the most direct path to family wage jobs for residents and increased opportunities for businesses.

Read more...

Portland Plan Background Reports

Economic Development • Economic Opportunities Analysis • Evaluation of Economic Specialization • Infrastructure Condition and Capacity • Urban Form • Watershed Health Natural Resource Inventory

Related Reports and Projects

Economic Development Strategy • Economic Development Draft Technical Working Group Report • Working Harbor Reinvestment Strategy

Links to all listed reports and projects are provided at the end of this handbook.

Consider...

- 1 How can we expand economic opportunities to reduce poverty and create jobs?
.....
.....
.....
- 2 What should the City of Portland do to support vitality in neighborhood commercial districts?
.....
.....
.....
- 3 More than 50 percent of our available industrial land supply is either a brownfield or is environmentally valuable. Should we increase our investment in cleaning up brownfields? How can we provide for environmental conservation and promote economic development?
.....
.....
.....
- 4 Should we more actively plan for hospital, university and other institutional campus growth in our neighborhoods? Should we provide incentives to these large employers to expand into our centers and main streets instead of in other residential areas?
.....
.....
.....
- 5 How should Portland realize its potential as an emerging center of sustainable industry and the green economy?
.....
.....
.....
- 6 What is your favorite local business? What can you do to help it thrive?
.....
.....
.....

ACTION AREA:

Education & Skill Development

education & skill development



Melissa grew up in Northeast Portland and graduated from Madison High School a few years back. She recently was laid off from her job in a construction company office and has been struggling to find another job in the tough economy. Some of the local businesses in her neighborhood have closed; others are struggling. Melissa would like to go back to school and get trained in a new skill for a new job, but she doesn't know what to study because it's not clear what kind of jobs will be available. She's gotten a few shifts at a local fast food restaurant, but she worries about not being able to make rent next month. <http://www.pcc.edu/career/>

- graduation rates
- school facilities
- knowledge-based economy
- multi-purpose community centers
- family-wage jobs
- mix of educational institutions
- recreational spaces
- training and skills

WHY IS THIS IMPORTANT?

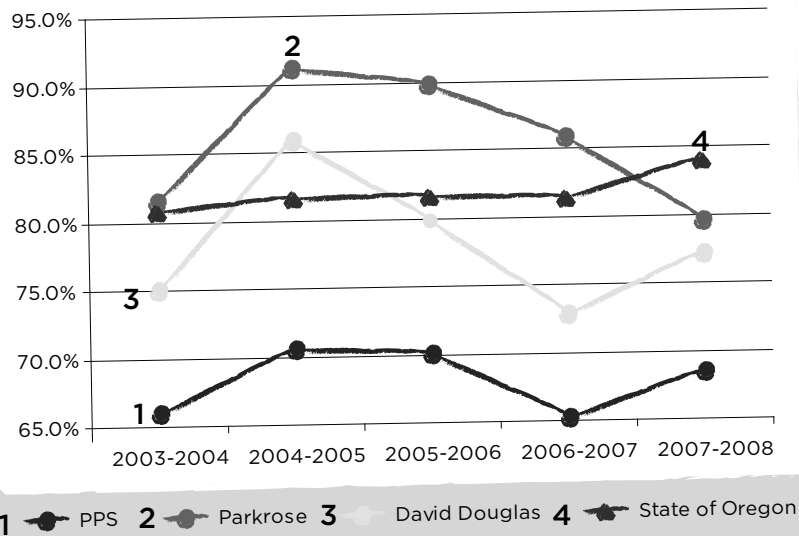
In an economy that is increasingly fueled by knowledge, opportunities for higher education or other specialized training are essential to respond to economic changes and attract family wage jobs to the city.

Portland is fortunate to have a strong mix of educational institutions at the community college, university, specialty and trade school levels.

How well students are prepared at an early age and in high school predicts the likelihood of finding satisfying, stable jobs that pay well.

Schools are often neighborhood anchors. School facilities provide space for community events, both in school buildings and yards and in adjacent city parks. While schools are not funded or operated by the City directly, ensuring that school facilities contribute to urban livability is an issue that can be addressed throughout the planning process.

High School Graduation for Portland School Districts and the State of Oregon, 2003-2008



HOW ARE WE DOING?

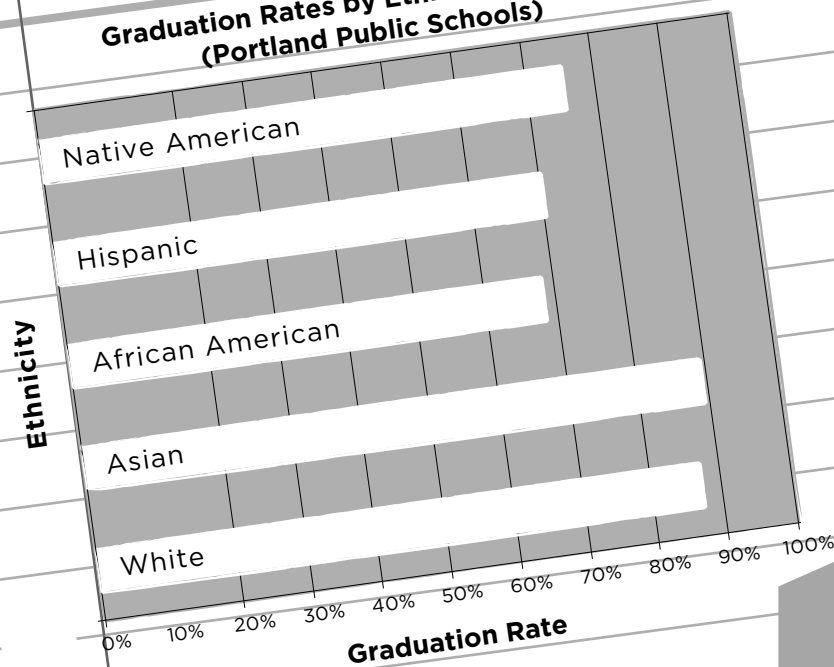
High School Graduation Rate

High school graduation rates in the state and in most Portland high schools are improving. Graduation rates at Portland Public Schools improved by three percent between 2007 and 2008. However, we still have a long way to go to raise the graduation rate and make sure all students graduate on time.

Although the graduation rate at Portland Public Schools is on the rise, the graduation rate for African American, Native American and Hispanic students is still not equal to that of Asian American or white students. Schools, community members and local governments need to work together to close the educational achievement gap.

Closing the achievement gap needs to start early. Portland Public Schools recently set benchmarks for student achievement starting at the first grade. By the first grade, students should be ready to read and by the third grade, they should be reading to learn. By middle school, students should write well and understand algebra. By the end of high school, students should be ready for work and college.

Graduation Rates by Ethnicity and Race (Portland Public Schools)



education & skill development

Third Grade Achievement

By the end of third grade, students should exceed the benchmark on the state reading test and should be reading to learn.

Status: 42% of students exceed the benchmark.

Target: In 2009, the percentage of students exceeding the benchmark will increase by 5 points to 47%.

Middle School Achievement

In the seventh grade, students should meet the benchmark on the state writing test.

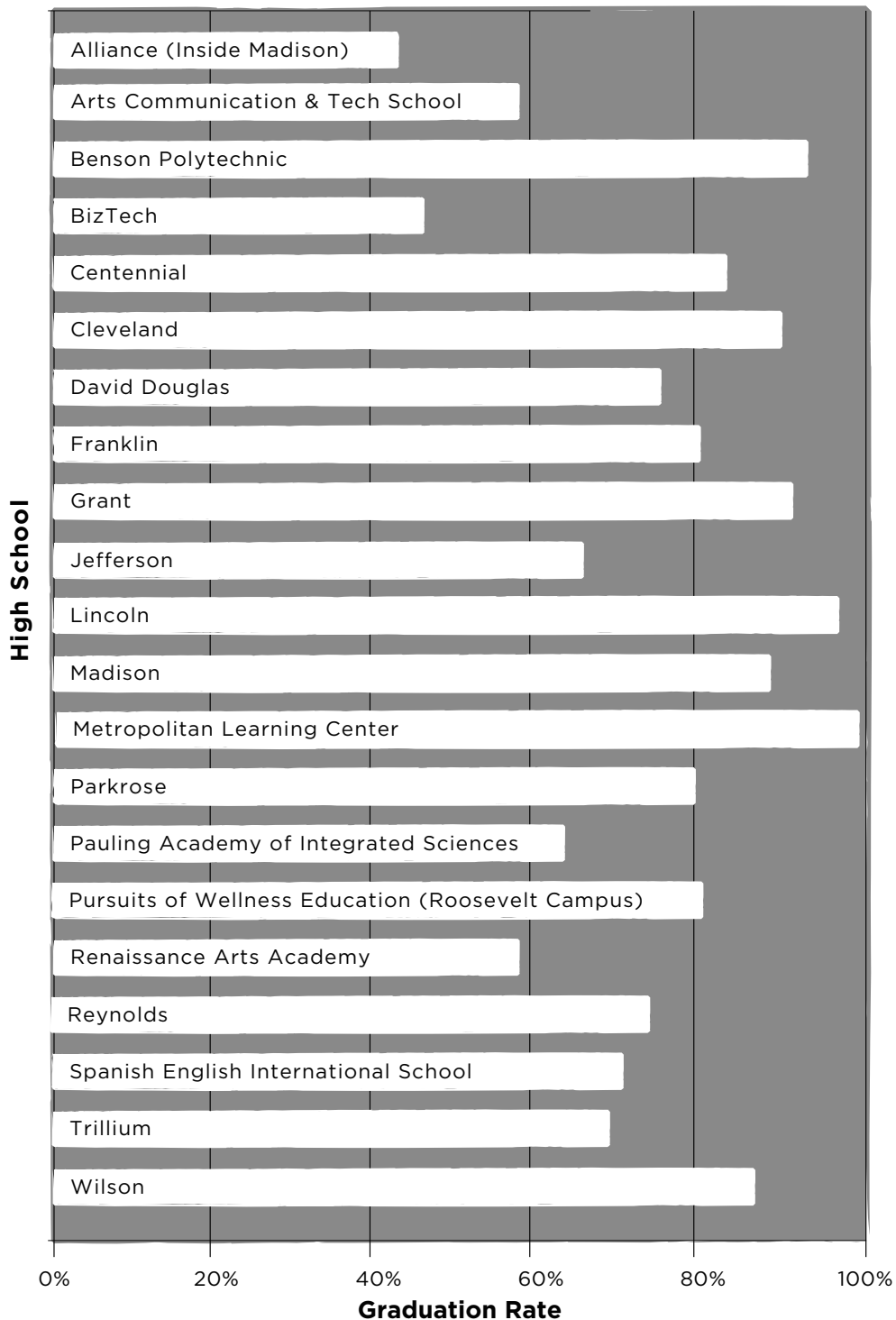
Status: 55% of students meet benchmark.

Target: In 2009, the percentage of students meeting the seventh grade writing benchmark will increase by 5 points to 60%.

Source: Portland Public Schools. All data is for the 2008-2009 school year.

Source: Portland Public Schools. All data is for the 2008-2009 school year.

High School Graduation Rate (2007-08)



Graduation rates in this chart, and the chart provided on the previous page are calculated by the traditional method = Number of Regular Diplomas (Number of Regular Diplomas + the Number of Dropouts for Grades 9-12 for the Year). The total number of dropouts from grades 9-12 in the year in question is used as a proxy for the dropout rate of the graduating class. GED recipients are not counted as dropouts. GED recipients are not high school completers because they do not complete high school. As defined by Oregon law, they are also not dropouts.



How Educated is Our Workforce?

- 15% Graduate or professional degree
- 24% Bachelors degree
- 7% Associates degree
- 23% Some college, no degree
- 22% High school diploma or equivalency
- 10% Less than high school diploma (without basic education)

(Figures do not equal to 100% due to rounding)
Source: American Community Survey, 2007

Thirty-nine percent of adult Portlanders (age 25 and above) have a bachelor's degree or above, compared to 33 percent of the Portland-Vancouver Metropolitan Statistical Areas (MSA) as a whole. Among the 50 largest MSAs in the country, Portland ranks 15th in the percentage of residents with a bachelors degree or higher.

Career Training Enrollment (at Portland Community College)

Career Tech

2007-08	2008-09
19,584	21,816

Continuing Education

2007-08	2008-09
12,255	12,828

Source: <http://www.pcc.edu/ir/Factbook/2008-09/annual/swrcwhd200809.pdf>

Read more...

Portland Plan Reports

Public Schools • Urban Form

Related Reports and Projects

Cully-Concordia Community Assessment and Action Plan • East Portland Action Plan • Portland Schools Foundation's Ninth Grade Counts • Chalkboard Project's 2008-09 Education Report to the Community

Links to all listed reports and projects are provided at the end of this handbook.

Consider...

- 1 What can we do to improve graduation rates?
.....
.....
.....
- 2 Should the City of Portland lead the charge with the State of Oregon on creating adequate funding for building new school facilities that serve multiple purposes in the local neighborhoods and community?
.....
.....
.....
- 3 What can we do to strengthen the role of schools in the community? Should the City of Portland and local school districts partner more to provide community services at school facilities and educational opportunities at City facilities?
.....
.....
.....
- 4 Should schools be a magnet for neighborhood groups and individuals to participate in activities in and around the school?
.....
.....
.....
- 5 As school districts upgrade aging buildings, what should the prioritize? Ensuring warm and dry buildings? Modernizing technology and classrooms? Improving accessibility and security? Improving energy efficiency?
.....
.....
.....
- 6 Looking forward 25 years, what new skills do you think you might need?
.....
.....
.....



enhancing and protecting our natural resources
watershed health • air quality • human health
wildlife • urban forest • stormwater
global climate change



ACTION AREA:

Sustainability & the Natural Environment

WHY IS THIS IMPORTANT?

We care about the health of the environment, its effects on human health and the financial health of the City.

Our environmental resources (forests, trees, rivers and streams) perform valuable services. They help clean our air, cool our homes and give us places to relax. If our environment is not healthy, we must spend time and money to clean up pollution, meet national standards and keep the city healthy for Portlanders and wildlife.

This action area is about enhancing and protecting our natural resources and maintaining and improving Portland's position as an environmental leader. It addresses watershed health (water flow, water quality, habitat and native species) as well as air quality, to sustain the health of people, plants and wildlife. It calls on us to:

- 1 Protect and enhance our natural areas and urban forest;
- 2 Invest in green infrastructure and stormwater management, like green streets and eco-roofs; and
- 3 Use our resources wisely through energy conservation, recycling and waste management.



At a global level, action in this area will help us reduce our impact on the planet, avert natural hazards, and mitigate the most significant consequences of global climate change.

The choices we make every day—how we get to work, where and how we live, where we shop and what we buy—affect the health and quality of our environment.

If Portlanders want to maintain a local environment that is healthy for people, fish, flora, fauna and the economy, we will need to set objectives to maintain and improve the health of watersheds and for managing the use of natural resources and energy.

NATURE IN NEIGHBORHOODS

Most Nature

1. Forest Park - 91%
2. Linnton - 58%
3. Brooklyn - 50%
4. Homestead - 50%
5. East Hayden Island - 45%


Least Nature

27 of Portland's neighborhoods do not have any high value natural resource areas, according to the Natural Resource Inventory.

Source: Natural Resource Inventory Background Report.




Do you know how we manage stormwater?



In older Portland neighborhoods, most stormwater is handled in the same pipes as sanitary sewers (combined sewers) and is sent to treatment facilities to be filtered and treated before it is discharged. On rainy days, runoff fills the combined sewers and overflows into the Willamette River. Completion of the East Side Big Pipe in 2011 will reduce combined sewer overflows by 94 percent.

In much of East Portland, stormwater flows into underground injection control facilities (UICs or sumps), which filter the water through the soil and into groundwater. In areas where groundwater is high, some UICs are being redesigned to further reduce pollutants.

In most of West Portland, the Columbia Slough and East Buttes, stormwater soaks into the ground, flows over land or goes into streams. During heavy storms, runoff from roofs, streets and other hard surfaces can increase the risk of stream bank erosion, landslides and flooding.



Patrick lives with his wife near Tryon Creek State Park in South-west Portland. He's lived in this area for over 20 years and loves the natural area, taking daily walks with his dog and sometimes volunteering to pull ivy and other invasive species. For several years now, he's been trying to eliminate chemical pesticides and herbicides from his garden, since he knows that these chemicals aren't good for pets or humans, and that they can run off his lawn and eventually end up in Tryon Creek. He was thrilled to know that there are salmon in the creek and wants to learn more about how he can keep the creek and watershed healthy. <http://emswcd.org/>; and <http://www.westmultconserv.org/>



HOW ARE WE DOING?

Carbon Emissions

By choosing to ride transit, bicycle and walk, and more fuel efficient cars, we can reduce our carbon footprint. While we have reduced carbon emissions significantly more than most urban regions in the nation, we still have a long way to go.

Status: In 2008, emissions in the City of Portland and Multnomah County were 1% below 1990 levels. U.S. average emissions were up 14%.

Target: Reduce total emissions to 40% below 1990 levels by 2030.

Target: Reduce total emissions to 80% below 1990 levels by 2050.

Source: City of Portland Service Effort and Accomplishments Report, 2007-08; Climate Action Plan 2009.

District Energy Systems

District energy is a cooperative effort to provide heating, cooling and hot water for buildings in a given area. These systems have reduced fossil fuel consumption around the world and are a key strategy for reducing carbon emissions in the U.S.

Status: In 2007, only a very modest amount of energy was produced by district energy systems.

Target: Produce 10% of the total energy used within Multnomah County and Portland with district energy systems by 2030.

Source: Climate Action Plan 2009.

Solid Waste Reduction

Recent data from the Environmental Protection Agency indicates that at least 35 percent of carbon emissions can be attributed to the lifecycle of goods other than food. Reducing waste through reuse and recycling is essential if we want to reduce carbon emissions.

In 2008, Portland's recycling rate was among the highest in the U.S.; It was 67 percent. The national average of 33 percent. However, that means that 33 percent of our waste still goes to landfills.

Target: Recover 90% of all waste generated by 2030.

Source: Climate Action Plan, 2009

Stream Water Quality

Portland's major waterways have problems with temperature—they are too warm to be healthy for salmon and trout and have problems with bacteria and pollutants.

NEIGHBORHOODS WITH TREES*

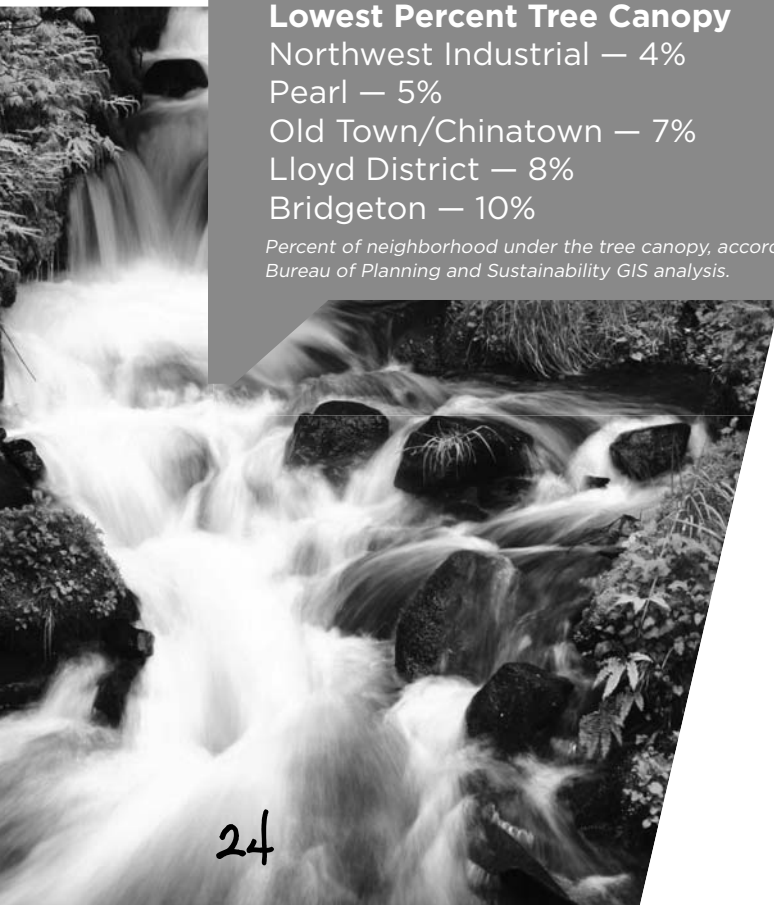
Highest Percent Tree Canopy

- Forest Park — 94%
- Homestead — 74%
- Hillside — 71%
- Arlington Heights — 71%
- Marshall Park — 69%

Lowest Percent Tree Canopy

- Northwest Industrial — 4%
- Pearl — 5%
- Old Town/Chinatown — 7%
- Lloyd District — 8%
- Bridgeton — 10%

Percent of neighborhood under the tree canopy, according to Bureau of Planning and Sustainability GIS analysis.



Waterway	Oregon Water Quality Index (2006)
Columbia Slough	Very poor
Willamette River	Fair to good
Fanno Creek	Poor
Tryon Creek	Poor
Johnson Creek	Very poor

What is a watershed?

A watershed is an area that catches rain and snow and drains into a corresponding river, stream or other water body. Watersheds begin at ridgetops and end at a river, lake or wetland. A healthy watershed is one with habitat, water quality and water flow conditions that support fish and wildlife and are protective of human health

What is a “watershed approach” and why is it important?

In the past, land and water needs were considered separately. As we’ve learned more about natural systems, the link between land development activities, the design of streets and stormwater systems, and their effect on water quality in rivers has become apparent. In a “watershed approach,” these links are all considered.

Tree Canopy Coverage

Trees trap rainwater, filter and reduce stormwater runoff, erosion and landslide risk. Trees help cool and clean the air. Trees along streams, ponds and rivers provide critical habitat for wildlife and help keep water cool for fish. Trees in forested areas, streets and neighborhoods provide habitat for birds and improve neighborhood livability. Trees that shade buildings can reduce demand for heating and air conditioning, helping to curb energy use.

Status: 26% of the City is under the tree canopy.

Target: 33% of the City is under the tree canopy.

Source: Urban Forest Canopy Report. Portland Parks and Recreation, 2007.

Read more...

Portland Plan Background Reports

Watershed Health • Infrastructure Condition and Capacity • Natural Resource Inventory • Urban Form • Urban Forestry • Human Health and Safety

Related Reports and Projects

Watershed Management Plan • Stormwater Management Manual • Climate Action Plan • Portland Recycles! Plan • Descending the Oil Peak: Navigating the Transition from Oil and Natural Gas • Parks 2020 Vision • Park System Plan • Urban Forest Canopy Report • Urban Forest Action Plan • River Renaissance Strategy

Links to all listed reports and projects are provided at the end of this handbook.

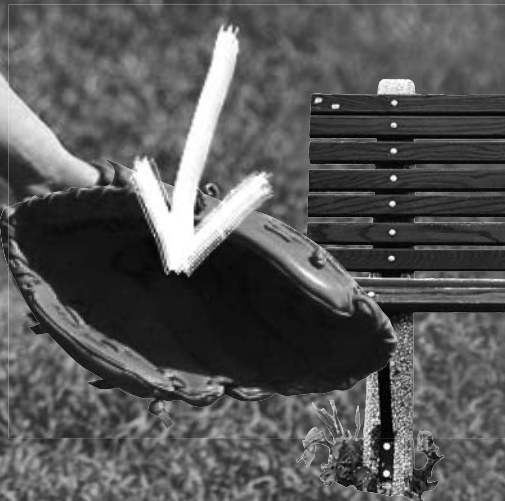
Consider...

- 1 What more could be done in your neighborhood to improve environmental health?**
.....
.....
.....
- 2 What kind of environmental protection should the City of Portland focus on:**
 - Acquire and restore natural areas?
 - Adopt stronger regulations?
 - Help people restore nature in their backyards?
 - Help educate people about the value of natural resources?
- 3 Reducing carbon emissions will require innovations to our buildings, transportation system and lifestyles. What are you doing now to address climate change? What more could you do? What could the public agencies do to help businesses and residents afford new energy efficient technologies?**
.....
.....
.....
- 4 One Climate Action Plan objective for 2030 is to reduce daily vehicle miles traveled by 30 percent. How could your community change to meet this goal?**
.....
.....
.....
- 5 What’s the best thing we can do to better connect residents to the Willamette and Columbia Rivers?**
.....
.....
.....
- 6 Should we reduce development and density in environmentally sensitive areas?**
.....
.....
.....



ACTION AREA: **Human Health**

- healthy choices • equal access • parks, bikeways & pedestrian paths • farmers markets • local agriculture • exercise
- clean air • safety & security • obesity
- walkable mixed-use neighborhoods • transit • neighborhood emergency teams

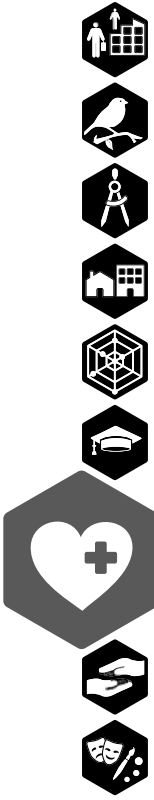


Living in East Portland, **Aksana** and her family have to drive a long way to get to the grocery store. This means there isn't always enough fresh fruit or vegetables in the house to prepare healthy meals as often as Aksana would like. With no park or greenspace nearby and living on a busy road, Aksana also worries that her kids won't get enough exercise to stay healthy. Attending a recent community meeting, Aksana was pleased to find out that the City's future plans for her neighborhood included sidewalks, traffic calming and more street trees. These are all things she thinks will make it easier for her children to play outside and for the family to walk for short errands.

East Portland Action Plan at <http://www.portlandonline.com/bps>



Food & Public Safety



WHY IS THIS IMPORTANT?

Although Portlanders are generally healthier than our regional neighbors and other Americans, we are not all healthy, and our rates of chronic disease are rising.

We need to act now to provide Portlanders with the infrastructure and services that will provide all of us with the opportunity to make healthy choices and live healthy lives.

Human health is a community issue, not just a personal one because healthier people have greater opportunities to learn, play, think and innovate.

It is important to ensure that all Portlanders have equal access to opportunity in all aspects of their lives.

Health is also a community issue because the place we live in can affect our health.

Maintaining a system of parks, bikeways and pedestrian paths and supporting walkable neighborhoods makes it easier to incorporate exercise into daily life.

Supporting mixed-use neighborhoods with good access to frequent transit can help reduce vehicle use, which helps keep our air and water clean.

Supporting a system of farmers markets, providing community garden spaces (particularly for those who live in apartments or houses without garden space) and supporting the development of affordable, full-service gro-

cery stores across the city will make it easier for Portlanders to make healthy food choices. Providing a community that is safe, secure and welcoming is important to human health too because it can reduce stress, which will help people feel more comfortable.

HOW ARE WE DOING?

Many of the City's existing policies help promote and protect the health of Portlanders by supporting the creation of bikeways and pedestrian paths, walkable mixed-use neighborhoods and a strong transit system.

Unfortunately, these community features are not evenly distributed across the city. Addressing the disparities in access for Portlanders is one of the most important things we can do to address health.

Adult and Teenage Obesity

Obesity can lead to increased risks for a number of chronic diseases. Healthy People 2010, an initiative of the U.S. Department of Health and Human Services, has set a national target of 60 percent of adults and 95 percent of children and teenagers at a healthy weight.

Status: 10% of the County's teens are overweight or obese, and an additional 10-15% are at risk of becoming overweight or obese.

Status: More than half (53%) of the County's adults (18 years or older) is either overweight or obese (body mass index greater than 25 and 30, respectively).

Source: Multnomah County Public Health, Community Health Assessment Quarterly, Fall 2008.



Access to Neighborhood Parks

Approximately 76 percent of Portland's population lives within one half mile of a developed park or a natural area; however, given sidewalk conditions in East and West Portland, many Portlanders may find it difficult to walk to their local park.

Status: 76% of Portlanders live within one-half mile of a park.

Target: 100% of Portlanders live within one-half mile of a park.

*Source: FY 2009-10 Adopted Budget - Parks, Recreation and Culture
<http://www.portlandonline.com/omf/index.cfm?c=50324&a=245910> (page 28)*

Emergency Response Time

Fire incidents decreased 22 percent over the past 10 years, but medical incidents increased 40 percent. Emergency response times for both fire and medical emergencies do not meet the Bureau of Emergency Communications' target times. In 2007-2008, response times for emergency calls were well over one minute longer than the City's target time.

Source: City of Portland, Service Efforts and Accomplishments (SEA), 2007-08.

Crime Rate

Since 1998, Portland per capita crime rate has decreased by 55 percent for person crimes and 34 percent for property crimes.



Grocery Store Access

Sixty percent of Portland households are within a half mile of a full service grocery store.

GROCERY STORE ACCESS

Most Access

Hollywood
Lloyd District
Old Town/Chinatown
Pearl
South Burlingame
Sullivans Gulch
Vernon
Woodland Park

Least Access

Arnold Creek
Forest Park
Glenfair
Healy Heights
Linnton
Northwest Heights
Pleasant Valley
Sunderland
Sylvan Highlands
Wilkes

Most access equals 100% of households in neighborhood within one half mile of a full service grocery store. Least access equals 0% of households in neighborhood within one half mile.

Farmers Market Access

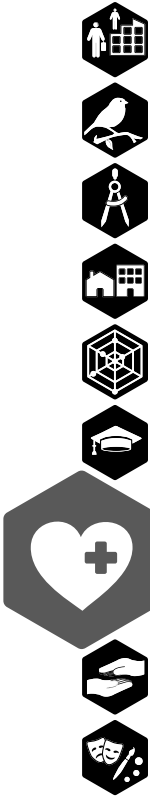
Status: 7% of the population lives within a quarter-mile of seasonal farmers markets.

Community Garden Access

Status: 15% of the population is within a quarter-mile of a community garden.

Over 1,300 people are on the waiting list for garden plots.

Source: City of Portland, Bureau of Planning and Sustainability, in-house GIS analysis. 2009. Portland Parks and Recreation, Parks 2020 Vision, 2007.



Water Quality

Portland's primary water supply is surface water from the Bull Run Watershed near Mount Hood. Because of its outstanding water quality and level of protection, the Bull Run has been listed among a handful of outstanding sources of water in the United States for more than a century.

The Columbia South Shore Well Field, which is the largest groundwater supply in Oregon, is Portland's secondary water source. Groundwater wells augment drinking water supply in summer and early fall as needed depending on weather. (This is when people use the most water and there is typically little rainfall.) The wells began serving drinking water to customers for the first time in the summer of 1985.

All water supplied by Portland's water system meets or surpasses federal and state drinking water standards.

Life Expectancy at Birth

The life expectancy of Oregonians is the same as for all Americans; however, the life expectancy of Portlanders is slightly lower. Who has the highest life expectancy in the world? Those living in Macau, China.

Portland (Multnomah County)	77.3 years
Oregon	78.1 years
Seattle (King County)	81.0 years
United States	78.1 years
Vancouver, BC	81.1 years
Macau, China	84.4 years

Note: Life expectancy data comes from many sources that may use different methodologies.

Sources: <http://www.dhs.state.or.us/dhs/ph/chs/data/arp/06v2/chapter6/table653.pdf>; <http://www.kingcounty.gov/healthservices/health/data/chi2009/HealthOutcomesLifeExpBirth.aspx>; <https://www.cia.gov/library/publications/the-world-factbook/fields/2102.html>; <http://www.sightline.org>

Consider...

1 Is it safe to walk or bike in your neighborhood? What would make it safer? More sidewalks? More signalized intersections on busy streets? More designated bikeways on side streets? More bike parking? Lighting?

.....

.....

2 What types of parks and open spaces are needed in your community? More active recreation fields and courts? More green spaces? More natural areas and trails? Why do you like to go to the park?

.....

.....

3 How easy is it to get fresh fruit and vegetables in your neighborhood? Can you walk or bike to a grocery store? Would you want a farmers market in your neighborhood? Would you want a community garden to grow your own vegetables?

.....

.....

Read more...

Portland Plan Background Reports

Human Health and Safety • Food Systems • Infrastructure Condition and Capacity • Urban Form

Related Reports and Projects

Multnomah County's Health Impacts of Housing in Multnomah County

Links to all listed reports and projects are provided at the end of this handbook.

ACTION AREA:

Design Planning & Public Spaces

design, planning
& public spaces



look, shape, design • buildings, streets, parks, plazas, community places • private property & public realm • patterns and design • open spaces • neighborhoods • distinct community character

WHY IS THIS IMPORTANT?

Community design is about the physical environment of the places we see and experience every day.

Well-designed buildings, streets and places are welcoming. They complement, but do not always match, surrounding buildings and nearby places. Ideally, they provide a sense of personal safety and comfort. Poorly designed places, on the other hand, are often less welcoming.

Community design is important because the design of buildings, streets and other public spaces make a difference in whether or not your community is walkable, children have safe places to play, neighbors and friends have places to get together and businesses are easy to access.

Community design focuses on the look, shape and arrangement of buildings, streets, parks, plazas and other community places — both public and private. From Powell Butte to Powell's Books, Portland is full of significant and distinctive places. Places where people like to walk, meet, play and eat. Places that help people find their way around

town and places that help shape city form, structure and identity.

As Portland evolves, it is essential to understand which of Portland's important places we need to protect and enhance. It also will be important to understand what new places need to be created.

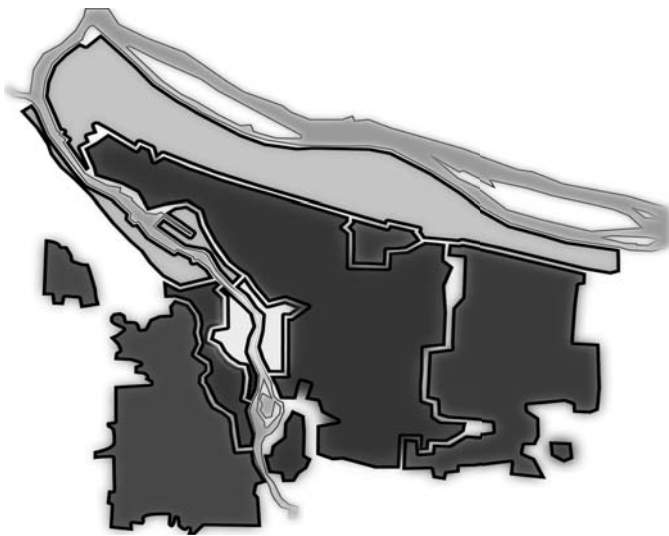
The types of buildings in an area, building setbacks, the width and design of streets and the open spaces — the City's built and natural patterns — give Portland's neighborhoods and districts their distinct community character.

Whether a neighborhood's streets are straight and lined by porches, or curve through forested hills, their physical characteristics are a key part of their personality. Portland has five fundamental pattern areas, each with a distinct character: Western, Eastern and Inner Neighborhoods, Central City and Industrial Districts.






Portlanders value the individual character of the places they live and work. Understanding the elements that make each area distinct and contribute to neighborhood personality will help us manage change and integrate development in ways that are consistent with our shared values.

The public realm is where many people experience the city.

Our public realm—the system of public spaces, streets and parks and building frontages—makes up a huge portion of the city. Portland’s streets alone cover over 16,000 acres or 18 percent of the land in the city limits. As of July 2008, Portland Parks and Recreation properties made up approximately 11 percent of the city’s land area. As we evolve and our population grows, it will be important to ensure that our public realm (our movement spaces like streets and our staying spaces like plazas and parks) are multi-functional and attractive and enhance Portlanders experience of the city.



Portland’s Five Pattern Areas

-  **Central City**
-  **Industrial Districts**
-  **Western Neighborhoods**
-  **Inner Neighborhoods**
-  **Eastern Neighborhoods**

Read more...

Portland Plan Background Reports
 Urban Form • Infrastructure Condition and Capacity Background Report • Urban Forestry

Related Reports and Projects
 Infill Design Toolkit and Infill Design Project Report
 Design Central Portland • Central Portland Plan Urban Design Assessment • East Portland Historical Overview and Historic Preservation Study • Civic Planning, Development and Public Works, 1851-1965 • Parks 2020 Vision • Metro’s Making the Greatest Place

Links to all listed reports and projects are provided at the end of this handbook.

HOW ARE WE DOING?

Walkability

Walk Score (www.walkscore.com) measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking. The average score approximates a neighborhood’s overall access to many common destinations. Portland’s citywide walkscore is 66 out of a 100.

Target: 90% of Portland residents can easily walk or bike to meet all basic daily non-work needs and have safe access to transit by 2030

Source: 2009 Climate Action Plan

TOP 10 WALKABLE NEIGHBORHOODS

- Pearl District — 99
- Old Town-Chinatown — 98
- Downtown — 96
- Northwest — 93
- Lloyd — 91
- Hosford — 90
- Buckman — 90
- Eliot — 88
- Richmond — 88
- Kerns — 86

Source: www.walkscore.com; walkscore scale to 100.

Consider...

1 Neighborhood commercial areas are the backbone of many neighborhoods and serve as hubs of community activity. What would be your priorities for improving these areas?

.....

2 From your perspective, what are examples of attractive and unattractive buildings in your neighborhood? What are your favorite neighborhoods and districts in Portland? What do you like about these places?

.....





Neighborhoods & Housing

ACTION AREA:

housing & transportation costs • neighborhood character • diversity of housing choices • amenities nearby • infill • access to transit, jobs, services & quality schools • affordable housing



WHY IS THIS IMPORTANT?

Meeting daily needs and finding common services near your home is essential to reducing household costs.

A household's expenses are more than just rent or mortgage. They include utilities, food, transportation and all those things we spend money on every day. Typically, after rent or mortgage, most of a household's income is spent on transportation.

When your house is far away from daily needs and services, you may need to drive to do simple things, like pick up that extra ingredient for dinner or take your child to daycare. Being able to walk to common destinations can significantly decrease household costs by reducing the amount of money spent on transportation.

Easy access to services is necessary for complete, affordable neighborhoods.

Unfortunately, many of Portland's neighborhoods with services within walking distance and a complete sidewalk system have become expensive or offer fewer affordable housing choices for families. While rents or mortgages are often less in areas with fewer walkable destinations and amenities, these areas offer residents fewer transportation choices. Often, residents in these areas must use their cars to meet daily needs.



NEIGHBORHOOD CHANGE*

Most Change

South Portland — 2,107 dwellings
Downtown — 1,663 dwellings
Pearl — 1,023 dwellings
Powellhurst-Gilbert — 1,310 dwellings
Portsmouth — 961 dwellings

Least Change

Laurelhurst — 9 dwellings
Russell — 8 dwellings
Lloyd District — 3 dwellings
Sunderland — 2 dwellings
Healy Heights — 1 dwelling

*Neighborhood change is based on the number of new dwelling units constructed between 2004 and 2008





Creating more opportunities for Portlanders to live in all areas of the city by providing multi-bedroom apartments, mixed-use buildings on commercial streets, attached housing and accessory dwelling units or “granny flats,” may help reduce household costs and make Portland more affordable for more residents.

Housing Forecasts

Like it or not, forecasts project that in 2035 there will be more people in Portland than there are today. Metro, our regional government, forecasts the region will gain between 464,000 and 620,000 new households between now and 2035. Approximately 21 to 25 percent, or 117,000 to 133,000, of those households are expected to locate in Portland by 2035.

Similar changes have occurred in the past. In 1980, Portland was home to about 158,850 households. Between 1980 and 2007, Portland added approximately 79,250 households. By 2007 there were 238,000 in the city.

It is important to note that since 1980, Portland has grown in size, as well as population. In 1980, many of the neighborhoods east of I-205 and other neighborhoods like Cully, were not within city boundaries.

While Portland is known nationally for managing growth effectively, managing the anticipated change over the next two decades will not be simple. More people means change on our main streets, and in our town centers and neighborhoods. For some people, change is an exciting and welcome dynamic. For others, change can be unsettling and intimidating.

The forecast models suggest that many of our new households will settle in Central Portland and surrounding areas, like South Waterfront and the Pearl District. While notable change is also projected in East and North Portland, the projected increases in population in Central Portland dwarf all other areas of the city. Detailed information about the forecasts is provided in the

Residential Unit Land Demand and Supply Background Report.

Based on existing zoning patterns, there is already capacity to accommodate the expected number of new households, but more households will not come without significant change. One of Portlanders’ jobs, through the Portland Plan and beyond, is to figure out how to use these changes to our advantage, to make Portland a more prosperous, healthy and equitable city.

HOW ARE WE DOING? Household Affordability

Housing and transportation costs often make up the majority of a household’s budget. On average Portlanders spend about 49 percent of their household budget on housing and transportation. Lower income families spend considerably more, between 64 to 79 percent of their budget on housing and transportation. This leaves little money left for food, healthcare and supplemental education, to name a few basic needs.

Some Portlanders have moved around the city and region in search of more affordable housing only to find their transportation costs rise because some of our affordable neighborhoods are farther away from employment areas and do not have many services within walking distance. This means residents must spend more time and more money to meet daily needs.

When looking at household affordability as the combination of housing and transportation costs, it becomes clear that there are limited affordable places for many Portland households.

Housing Diversity

A diverse housing stock provides residents of all incomes, ages, needs and priorities a greater ability to choose where and how they want to live.

The pie charts on this page show both our current housing stock and the diversity of new housing that was constructed between 2004 and 2008.

Consider...

1 Does your neighborhood provide a range of housing choices? What types are missing? Where are there opportunities for infill or redevelopment that could provide these needed housing types?

.....

.....

.....

2 How do we ensure that Portland residents have housing choices they can afford in neighborhoods with good access to transit, jobs, services and quality schools?

.....

.....

.....

3 How should Portland spend its limited housing funds? Should it build fewer housing units in expensive, closer-in neighborhoods with better transportation connections? Or, is it better to provide as much affordable housing as possible and spread it throughout the City, even in areas with fewer amenities?

.....

.....

.....

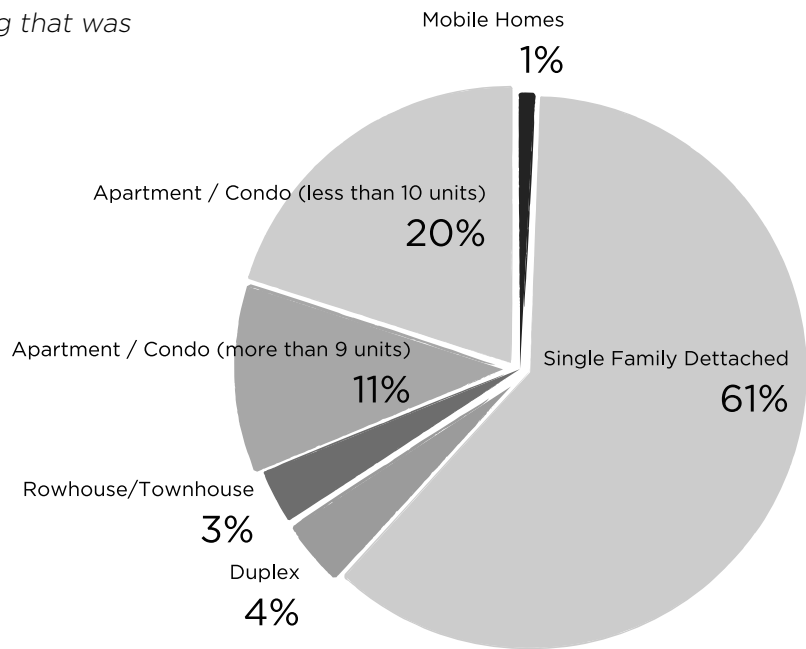
4. Have you calculated the combined cost of housing and transportations for your own household? What percent of your income do you allocate for those two things?

.....

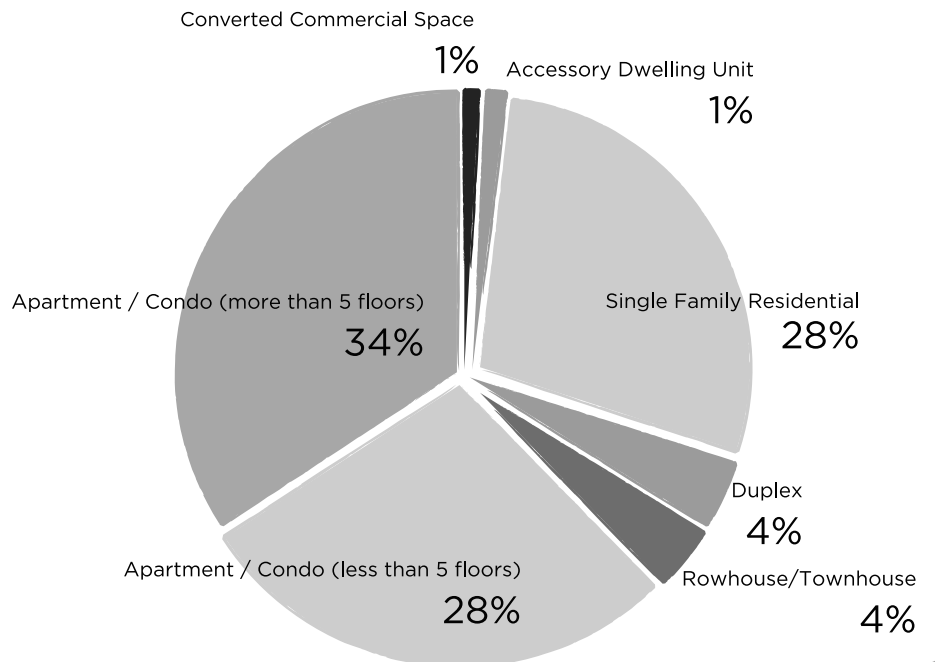
.....

.....

Existing Housing Stock



New Housing Development 2004-2008



Read more...

Portland Plan Background Reports

Housing Supply • Housing Affordability • Infrastructure Condition and Capacity • Urban Form

Related Reports and Projects

Home Again: 10-Year Plan to End Homelessness • Coalition for a Livable Future's Regional Equity Atlas • Parks 2020 Vision

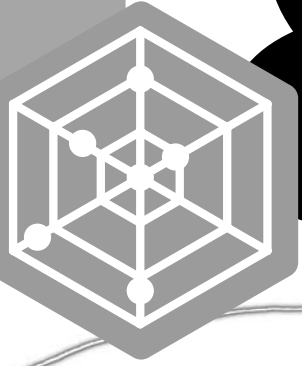
Links to all listed reports and projects are provided at the end of this handbook.



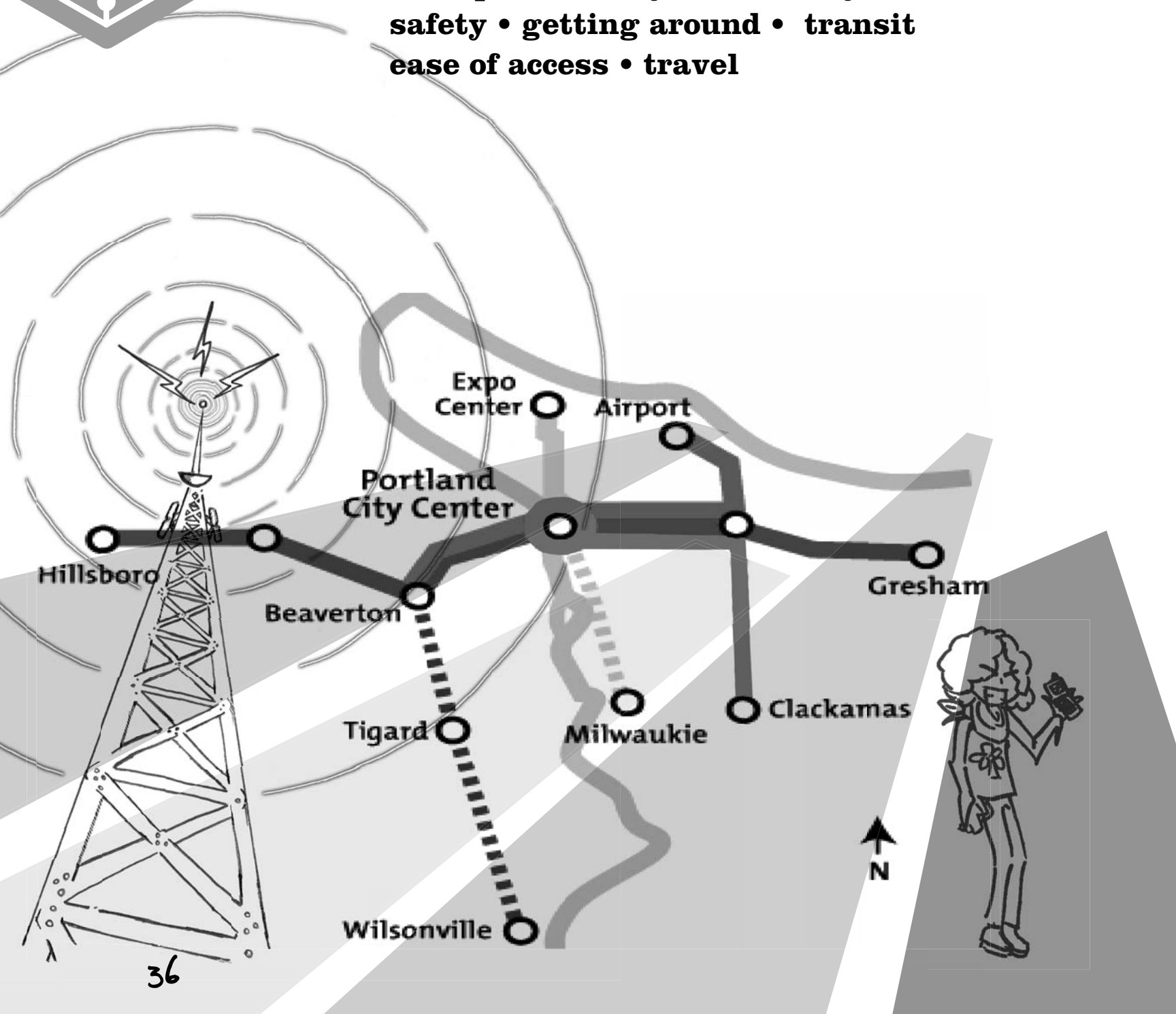
ACTION AREA:

Transportation Technology & Access

transportation,
technology & access



pedestrians • internet access • streets
transportation systems • bicyclists
safety • getting around • transit
ease of access • travel





WHY IS THIS IMPORTANT?

As the TriMet slogan reads, “How we get there matters.”

It does. We need transportation because not everything can be in the same location. And, the more we use low-energy and low-polluting transportation (like bicycles and light rail) to meet our daily needs, the healthier our environment and communities will be.

Can we get there?

Although most Portlanders live within a half-mile of a park or open space, not all Portlanders have adequate access to Portland’s open space amenities because some parks are unimproved, many major street crossings are difficult and sidewalks are scattered.

The scattered sidewalk network also makes it hard for children and young people to safely walk to school and for young people and adults to walk to a transit stop for work commutes.

Other ways to get there.

Internet access is a critical component of 21st century life. It provides easy access to news and information, educational and business opportunities, online shopping and social networks. Increasingly, students and workers need to access information at home to complete assignments and hone their skills. Local government agencies now also share much information and provide access to programs and resources via the web.

Portlanders with reliable high-speed internet access are at an advantage because they can easily and quickly access information. If you can access services online instead of driving somewhere, you can save time and money.

HOW ARE WE DOING?

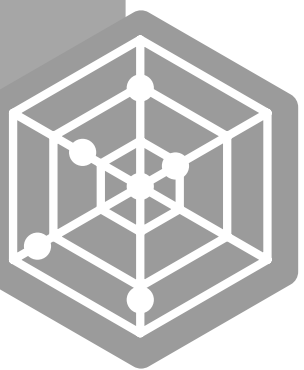
Home Internet Access

As of 2007, about 72 percent of Oregon individuals over the age of three were living in households with internet access, placing Oregon 13th out of the 50 states. The U.S. Census Bureau collected data on household internet use for the first time in 2007, so data to examine trends over time is not available.

Source: 2007 American Community Survey: http://www.census.gov/Press-Release/www/releases/archives/communication_industries/013849.html



transportation,
technology & access

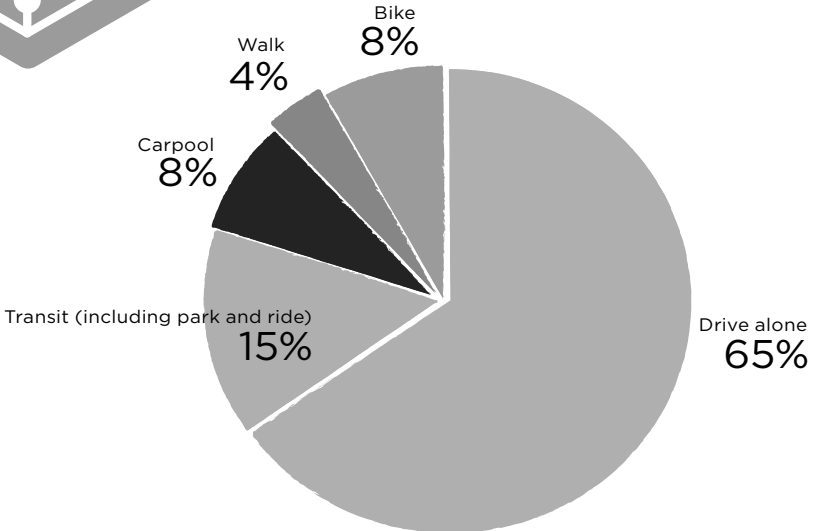


Work Commute Mode Split

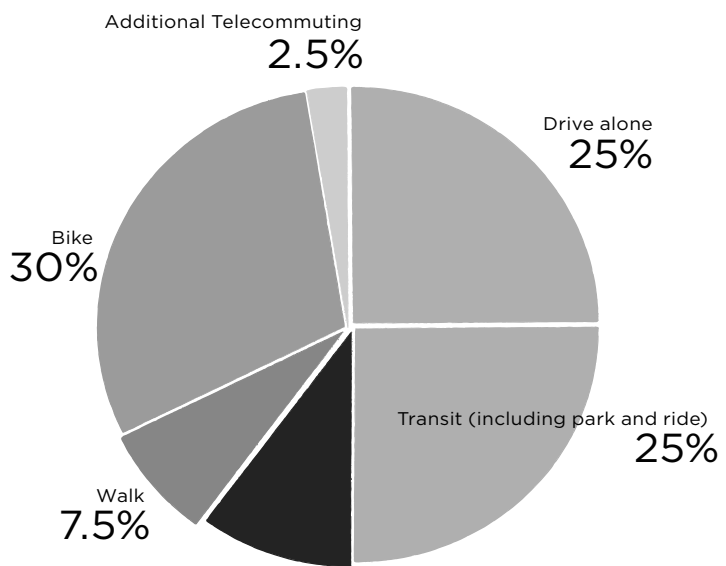
Many Portlanders choose to bike, walk and take transit to work and to meet daily needs, for health, financial, and environmental reasons. However, vast sections of East and West Portland are still without sidewalks, safe bike routes and the frequent transit service needed to make it easier to walk, bike and take transit.

Source: 2009 Climate Action Plan.

2008 Portland Commute Mode Share
(for people who work outside the home)



2030 Target Portland Commute Mode Share



Daily Vehicle Miles Traveled per Person

Portland has made progress in slowing the growth of private vehicle travel, compared with other US cities. In 2006, U.S. residents traveled an average of 23.4 miles per day via car. In 2005, according to the Portland Bureau of Transportation, Portland residents traveled an average of 16 daily vehicle miles per person per day (dVMT).

Status: In 2005, Portlanders averaged 16 daily vehicle miles traveled per person.

Target: Reduce daily vehicle miles traveled by 30%.

Source: FWHA.
<http://www.metro-region.org/index.cfm/go/by/web/id=26796>;
Portland Bureau of Transportation

WESTSIDE MAX PROVIDES THE TRANSPORTATION CAPACITY EQUIVALENT TO ANOTHER 1.2 LANES IN EACH DIRECTION ON THE SUNSET HIGHWAY.

BICYCLE TRAFFIC ACROSS THE WILLAMETTE RIVER BRIDGES HAS INCREASED 321 PERCENT SINCE 1990.

BETWEEN 1996 AND 2006, PORTLAND ADDED 122 MILES OF DEVELOPED BIKEWAYS TO THE BIKE NETWORK.



Consider...

1 With limited resources, should the City increase investments in sidewalks and bikeways, even if it means less investment in other types of road projects?

.....

.....

.....

2 Where and how should the City expand investment in streetcars and other transit, like buses and light rail?

.....

.....

.....

3 What destinations are you most comfortable walking to in your neighborhood? Why?

.....

.....

.....



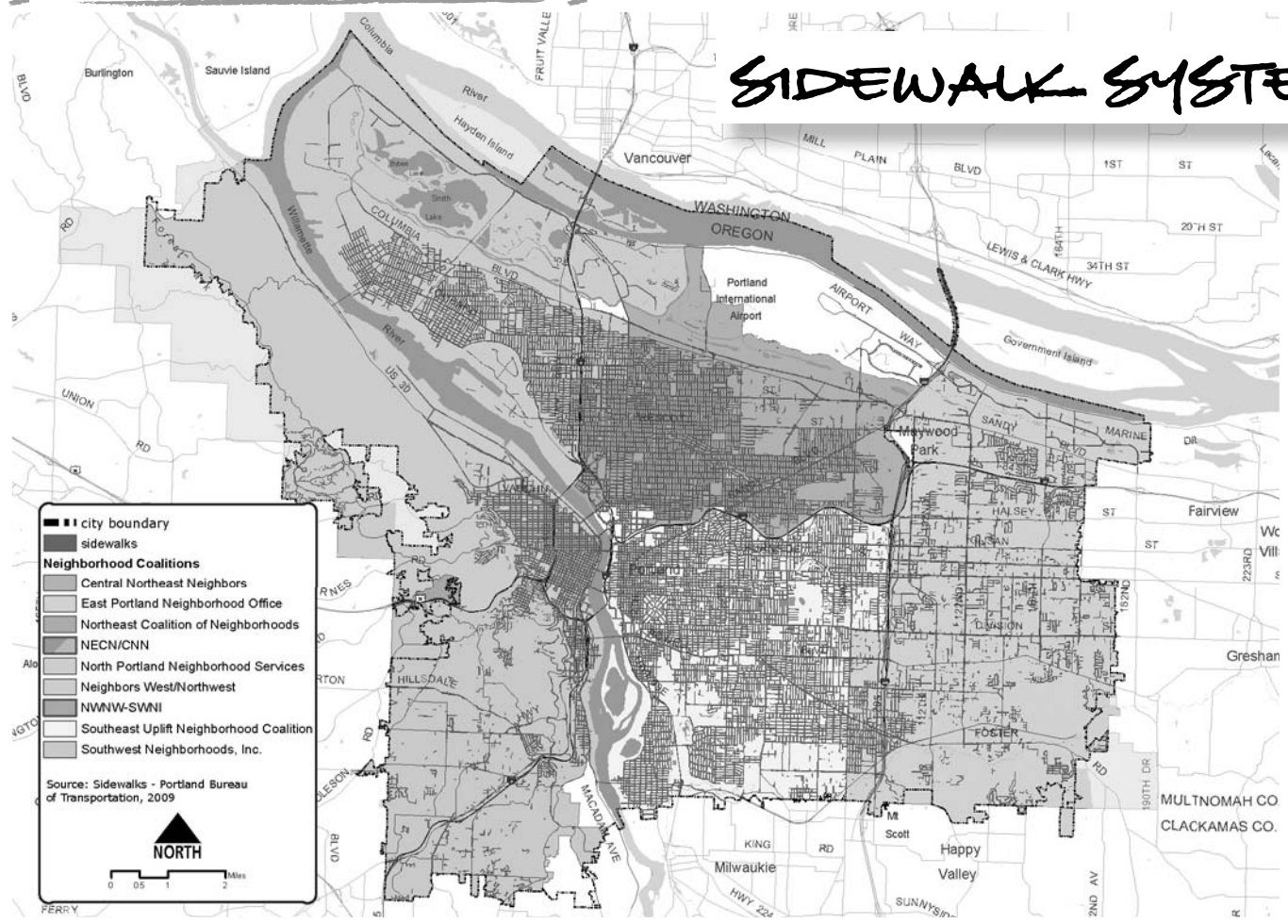
Read more...

Portland Plan Background Reports
Infrastructure Condition and Capacity • Urban Form

Related Reports and Projects

Bike Master Plan • Streetcar System Plan • Infill Design Toolkit and Infill Design Project Report • Design Central Portland • Central Portland Plan Urban Design Assessment • Civic Planning, Development and Public Works, 1851-1965 • Parks 2020 Vision • Metro's Making the Greatest Place

Links to all listed reports and projects are provided at the end of this handbook.



transportation,
technology & access

ACTION AREA:

Quality of Life & Civic Engagement



civic engagement • diversity & social equity • block party permitting • neighborhood organizations & community groups • curbside bike parking • volunteerism • voter turnout • sense of safety • community events

WHY IS THIS IMPORTANT?

As more people participate in community events, volunteer for local organizations and speak up in official forums, more voices will be heard and new ideas shared. Civic engagement supports the ability of our community to cultivate inclusive public decision-making processes.

As Portland's population continues to grow and become more diverse, civic engagement will be essential to improving equity. A strong civic life can help nurture socially cohesive and safe neighborhoods.

Participation in neighborhood organizations, neighborhood clean-ups, block parties and other local initiatives is responsible for much of what makes Portland special. Events such as Sunday Parkways, National Night Out and installations like curbside bicycle parking are just a few of the things that bring us together and improve our quality of life. Community groups, whether focused on shared interests and concerns or location, deserve credit for many of Portland's proudest achievements.

Increasing the sustainability, health and economic vitality of Portland will only succeed if people become more engaged with government, nonprofit, charitable, social and grassroots initiatives in the community and people feel safe and secure in the City.

HOW ARE WE DOING?

Portlanders have a long history of participating in civic and community life. It is evident in our high rates of volunteerism and voter turnout.

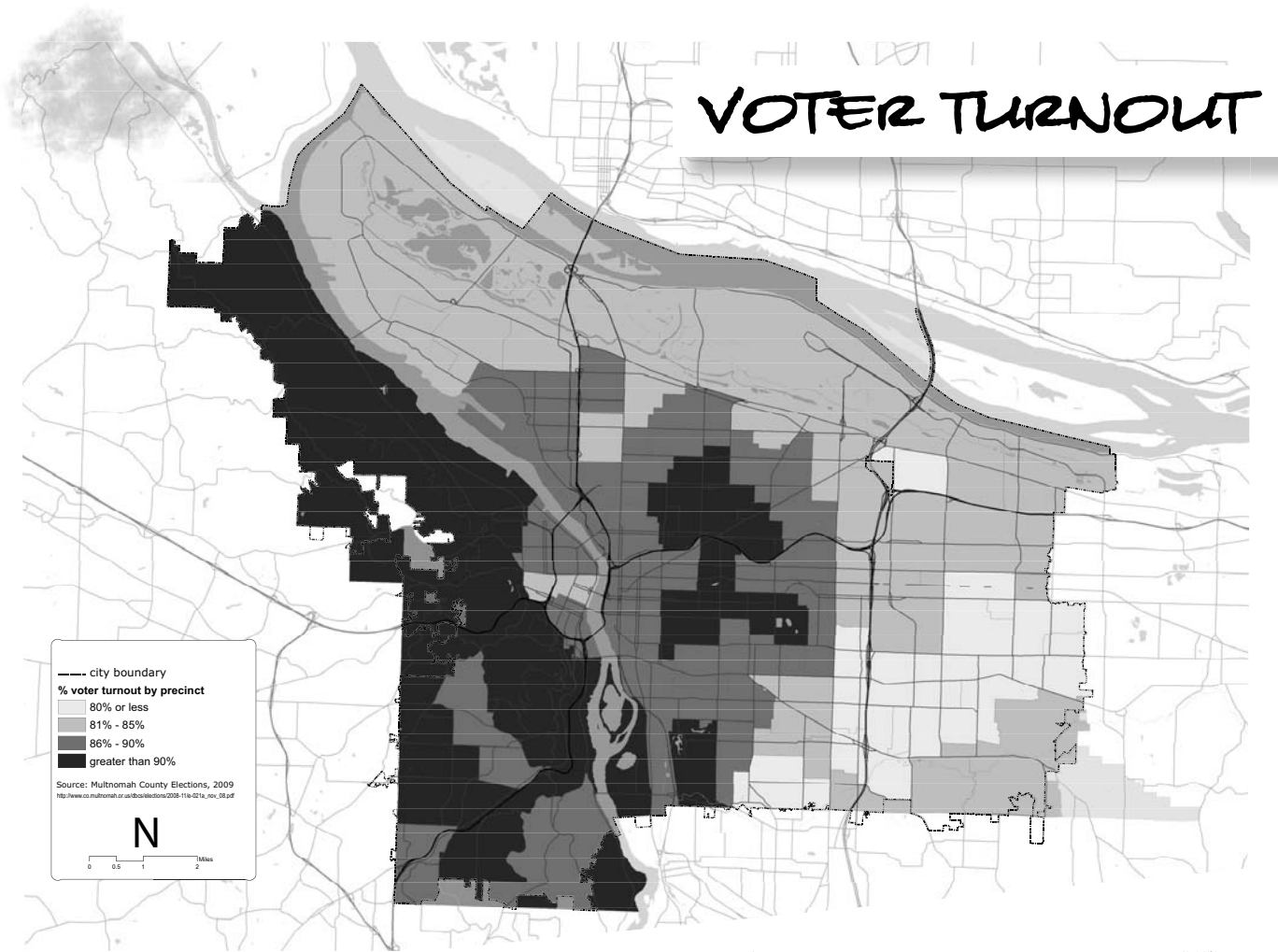
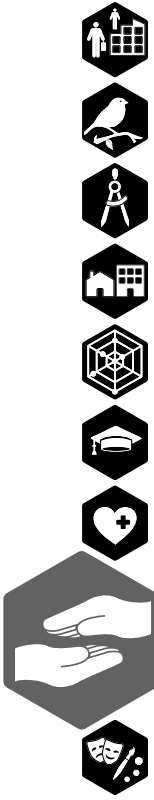
Volunteerism

Of the 51 largest cities in the United States the Portland metropolitan statistical area (MSA) ranks second in its rate of volunteerism.

Status: Nearly 39% of Portland adults participated in a volunteer activity in 2008, compared to 26% of adults in the U.S. Portland volunteers contributed a total of 75 million hours of service in 2008.

Source: Corporation for National Community Service. <http://www.volunteeringinamerica.gov/OR/Portland>

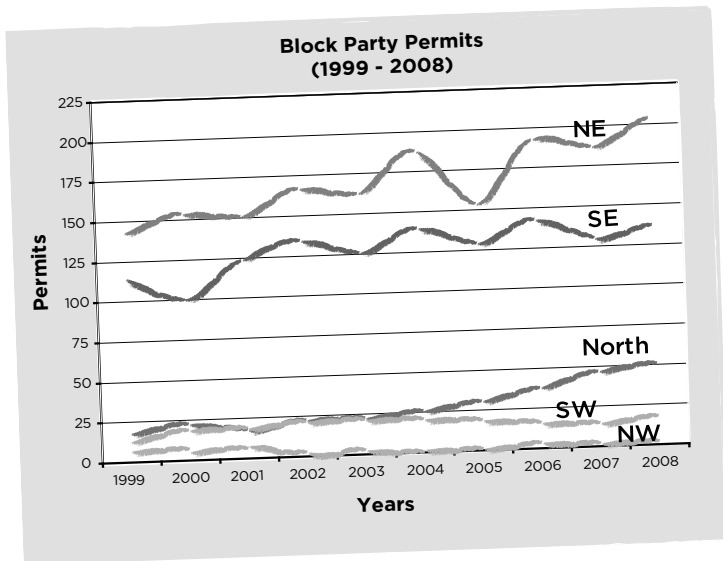




Block Party Permitting

The rate of block party permits is a useful indicator in understanding the level of social cohesion at the neighborhood level. The highest number of block party permits were issued in Northeast and Southeast Portland (which include East Portland), with steady increases in permits in North Portland since 2003.

Source: Portland Bureau of Transportation



Consider...

1 How should Portland increase the number and diversity of people involved in activities in their community?

.....

.....

.....

2 What could be done to foster stronger social ties and a greater sense of community identity?

.....

.....

.....

Read more...

Related Reports and Projects

Diversity and Civic Leadership Program • Voices from the Community: The visionPDX Input Report • Public Involvement Best Practices Program • Youth Engagement Manual • Service Efforts and Accomplishments, 2007-2008

Links to all listed reports and projects are provided at the end of this workbook.

Did you know that Portland does not have a dedicated funding structure for arts and culture?



ACTION AREA:

Arts Culture Innovation



library circulation • local arts groups & artists •
arts education • infrastructure & venues •
movie & museum ticket sales

WHY IS THIS IMPORTANT?

Cultural life plays a key role in creating and sustaining the city's distinctiveness, which is one of Portland's core values.

It is important that all Portlanders have access to arts and to arts education, and that the region invests in homegrown talent in addition to attracting talent from elsewhere in the country.

Empowering local arts groups to secure permanent, affordable work and performance space could create long-term arts and culture community anchors.

Arts and cultural activities introduce people to new ideas, ways to communicate and modes of thinking. Exposure to these things can generate creative thoughts in working and daily life.

Portland has a robust arts and culture scene. Maintaining, supporting and expanding Portland's arts and culture infrastructure, venues and public art space are critical to help Portland thrive.

Portland has a vibrant street fair, sports and public event scene.

Festivals with regional draws at Waterfront Park and street fairs along neighborhood business districts (like the Mississippi Street Fair) are regular events. Whether rooting for the Blazers, hiking in Forest Park or playing on a recreational soccer team, sports and active recreation are important elements of Portland's cultural life.

HOW ARE WE DOING?

Library Circulation

In 2008-2009, Multnomah County residents checked out or renewed an average of 29.9 items per person. Among U.S. libraries serving fewer than 1 million residents, Multnomah County Library ranks first in annual circulation of books and other materials.

Sources: A "starred" ranking system for libraries has been generated from the Library Journal: <http://www.libraryjournal.com/article/CA6635248.html#OR>

National Data: Institute of Museum and Library Services
The report below was generated from the following query: <http://harvester.census.gov/imls/compare/savedreport.asp?ReportId=177>

State Data at the County Level: Oregon's Library Development Services
Contact: Ann Reed at ann.reed@state.or.us or (503)378-5027.
The data come from the State of Oregon's Library Development Services website: <http://www.oregon.gov/OSL/LD/statsploregon.shtml>

Participation in Parks and Recreation Classes

In 2007-08, there were about 567,000 recorded visits to Parks and Recreation facilities to participate in arts programs. Of these visits, about 14 percent consisted of registered participants, of which 64 percent were youth and 36 percent were adults.

Source: Portland Parks and Recreation, 2007-08.

Read more...

Portland Plan Background Reports

Arts and Culture

Related Reports and Projects

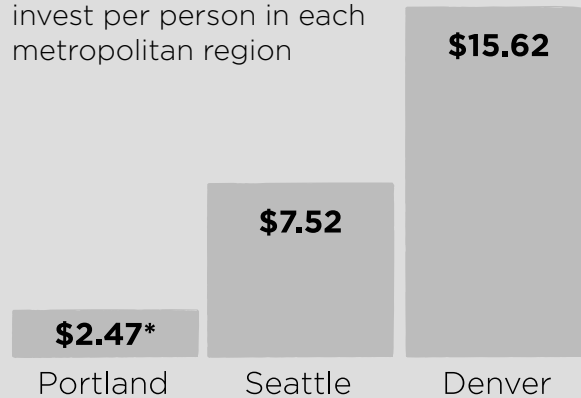
Act for Art: A Creative Action Plan for the Portland Metropolitan Region

Links to all listed reports and projects are provided at the end of this handbook.



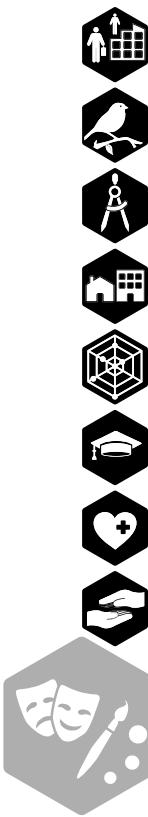
ARTS SPENDING

Amounts local governments invest per person in each metropolitan region



*RACC currently receives \$4.2 million in public support from the City of Portland, Multnomah County, Clackamas County, Washington County and Metro.

Source: Americans for the Arts



Consider...

1 Should the City of Portland play a more active role in establishing more spaces for artists, musicians and other cultural professionals to develop their talents?

.....

.....

.....

2 What should be the City's role in promoting arts, culture and public events?

.....

.....

.....

3 What is your favorite form of art? Music? Films? Dance? Do you know if there are any organizations or venues that promote this form of art at your school, work or in your neighborhood?

.....

.....

.....

III. The Fine Print

Where do we go from here?

2005-2007 - Created a shared vision:

More than 17,000 Portlanders from all walks of life joined in a process called visionPDX. Together, we created a vision for what values we want our city to embody in the year 2030:

- Equity and Access
- Environmental, Economic and Social Sustainability
- Distinctive Communities and Connections

2007-2009 - Establish a baseline:

A strong grounding in facts is essential to creating an effective plan and measuring progress toward the vision. Between 2007 and 2009, staff completed a series of existing condition background reports. The data show where we are succeeding and some surprising short comings for the City.

Fall 2009-Winter 2010 - Chart a course - Workshops Round 1: With a vision in place and data to know where we stand, group workshops and individual participation in surveys and polls will guide us to make choices, not pie-in-the-sky ideas, but concrete directions.

This is where your opinion on the nine Action Areas is needed. Share information with your friends, neighbors and other groups. Attend a workshop. Fill out a survey online. Join the conversation on Twitter.

Spring 2010 - Map the future Workshops Round 2:

With directions set and choices made about what we want for Portland in 2035, it's now time to decide where and how we want these pieces to fit together in an integrated fashion. Where should new housing, streetcars and parks go? Where will new jobs be located? What parts of

Portland will stay much the same and which parts could be new and different? Again, attend a workshop. Weigh in on some of the tough questions listed above.

Spring 2010 - Prioritize - Workshops Round 3:

By this point we'll have made choices and outlined where and how these decisions can play out, but because we can't afford to do everything at once, it will be time to set priorities for what we can actually pay for and what will happen first.

Tell us your priorities. Give your input on which items you think are most important.

Summer 2010 - Preview the results:

Portlanders will have opportunities to review complete sets of alternatives of the new Portland Plan. These include a citywide design diagram and maps showing where and how we will change and the related necessary investments. The Planning Commission and City Council will hold public hearings to invite your input.

Fall 2010 and beyond: In the future Portlanders will use the Portland Plan to guide the development and implementation of policy plans, projects and other implementation tools. Key implementation tools will include the Comprehensive Plan and Central City 2035.



Background Reports

Want to learn more about your city? Go online and find the following background reports, which contain a wealth of data to be used as a baseline for the Portland Plan. All of the reports relate to at least one action area.

Urban Form

What is the form of our city? Is there a park in your neighborhood? Tall buildings or small houses? Or both? Do you walk to school or work, ride a bike, or drive through heavy traffic? Our lives change depending on the form of our city, the physical environment created by our homes, workplaces, schools, parks, and roads and paths between them all.

Natural Resources

Portland wouldn't be here today if not for the abundance of waterways, woodlands, prairies, forests, and fertile soils that have supported people (and fish and other animals) for thousands of years. Even today, when we have covered so much of the earth with pavement and buildings, we still depend on healthy natural resources to provide important functions like cleaning our air and water.

Watershed Health

Roads, neighborhoods and zoning designations are obvious ways in which Portland divides into areas and sub-areas. Our watersheds — the Willamette River, Columbia Slough, and Johnson, Fanno and Tryon Creeks — are less obvious, but perhaps even more essential to the organization of our city as a healthy, holistic system.

Food Systems

Where that tomato came from affects more than just taste. Our food systems — how we produce what we eat — effect climate change, the local and regional economies, fossil fuel resources, community health and the way we build on our land.

Arts & Culture

Making art isn't a get-rich-quick scheme, but artistic and cultural endeavors provide the city with clear economic benefit. Nonprofit arts and cultural organizations — big or small, glitzy or grass roots — add up to a \$318 million industry in Portland metro area.

Economic Development

Economic development may be a bureaucratic-sounding term, but what it really gets down to is very simple: jobs. Do we have enough of them so that all of us can earn a decent living? Being able to answer "yes" to that question is crucial to our being a thriving and sustainable city. opportunities. The economic development background research consists of these individual background reports:

- [Economic Development Background Report](#)
- [Economic Opportunities Analysis](#)
- [Evaluation of Economic Specialization](#)

Go to the web for the full reports:
www.PDXPlan.com

Infrastructure

Turn on a faucet, run along the river, drive down Broadway: We're using the city's infrastructure. We would need to spend \$136 million more per year over the next 10 years — an increase of 25-40 percent over what we currently spend — just to properly maintain, replace and comply with current legal regulations for our infrastructure.

Energy

We can't escape needing energy, and the rising energy prices we have been paying over the past decade have a cascading effect in our daily lives. More than half of the \$1.6 billion per year we spend on energy goes to transportation fuels. Since nearly all of that comes from outside the state, the money we spend contributes little to our local economy.

Urban Forestry

26 percent of our city is covered with trees. Those trees aren't just standing there looking pretty in our parks and on our streets; they provide essential services to our urban environment. Trees help manage stormwater, filter air particles, reduce energy demand, absorb carbon emissions.

Health & Safety

How we build our city affects whether we have half a chance of being healthy. Are there places for us to run around and play safely, to walk and bike instead of drive?

Historic Resources

Historic buildings, landmarks and places tell the story of who we were as a city and who we are now. They are part of the many layers and lives that make Portland unique. Of all the city's buildings, more than one-third are 75 years old or older.

Public Schools

Schools are central to Portland's vitality, serve as community center and are essential public infrastructure.

Housing

At one level, housing is utterly simple: Where do we sleep at night? But it is also very complex, involving affordability, location, maintenance, quality, safety and proximity to jobs, services, transportation choices and amenities. All these factor into a housing equation that, for too many Portlanders, doesn't add up: housing that isn't affordable or doesn't provide them with basic needs for health and opportunities. The background research on housing consists of these background reports:

- [Housing Supply](#)
- [Housing Affordability](#)
- [Residential Unit Land Demand and Supply](#)
- [Housing and Transportation Cost Study](#)

Periodic Review

In November 2007, the Oregon Department of Land Conservation and Development (DLCD) informed the City of Portland that its Comprehensive Plan is subject to Periodic Review. This will be Portland's second review. The first review ended in January 2000 and required the City to examine its entire Comprehensive Plan and implementing measures — particularly the zone map, zoning code, and land division code. Portland's second review will be less extensive because the 2005 Oregon Legislature limited the scope of review to plans and codes related to economic development, housing, infrastructure and public services, transportation, and urbanization.

Responding to the DLCD Periodic Review Notice, the Bureau of Planning and Sustainability assessed the existing Comprehensive Plan and determined that despite many incremental amendments, some plan and code components are still not up to date. As a result, the City submitted a periodic review work program to DLCD in September 2008. The City will have until October 2012 to complete this work program. As a prelude to Periodic Review the City refreshed and reinvigorated its community involvement programs.

The 1980 Comprehensive Plan

Although required by the state, Portland's 1980 Comprehensive Plan was decidedly local. It was built on the strengths of a burgeoning neighborhood association movement and was collaboratively developed by active citizen organizations, businesses and City Hall. The result was a plan that elevated the importance of coordinating land use and transportation to create desirable, walkable and compact urban communities. The plan also recognized the need to include neighborhood associations in the planning and development review processes and the importance of maintaining and preserving Portland's local industrial land base through the creation of Industrial Sanctuaries.

Relationship to Metro's Regional Framework Plan

The City's plan must be consistent with Metro's Regional Framework Plan, commonly called Metro 2040. Metro is currently updating the Regional Framework Plan through their Making the Greatest Place project. Other Metro projects to look into include discussions about urban and rural reserves and the Regional Transportation Plan.

Relationship to Portland Plan

The Portland Plan will set a strategic framework for the City, its partners, businesses and residents. The City of Portland will implement the Portland Plan through a variety of projects, programs and initiatives, some known and some that will emerge through the planning process as we move forward through the years. The Comprehensive Plan, which the City must complete within the next three years, will be one of the plans used to carry out the strategy outlined in the Portland Plan.

²The Department of Land Conservation and Development has the authority to compel a local jurisdiction to enter Periodic Review (Oregon Revised Statutes 197.628 to 197.650 and Oregon Administrative Rules 660-25). Periodic Review is a substantial evaluation and revision of a local Comprehensive Plan, the purpose of which is to ensure that a city's Comprehensive Plan is up-to-date and responsive to local, regional and state conditions, complies with the Statewide Planning Goals and provides necessary provisions for economic development, needed housing, transportation and urbanization or growth needs.

Portland Plan 411 - Where to get more information

All Portland Plan information is and will continue to be available online www.PDXPLAN.com throughout the planning process. Connect with us on Facebook: www.facebook.com/pdxplan and Twitter: @PDX-PLAN, #PDXPlan

Portland Plan Background Reports

The Background Reports include research that will help Portlanders make informed decisions. They are available on the Portland Plan web site. A background report summary page is included in this workbook.

Related Projects, Documents and Programs –The following are among the many projects, documents and programs that include information that will help guide the development of the Portland Plan. Links to each of these documents are provided on the Portland Plan web site.

- Act for Art: A Creative Action Plan for the Portland Metropolitan Region - <http://www.racc.org/advocacy/41309-act-art>
- Bicycle Master Plan - <http://www.portlandonline.com/Transportation/index.cfm?a=71843&c=34812>
- Central Portland Plan Urban Design Assessment - <http://www.portlandonline.com/bps/index.cfm?c=44083>
- Our Voices, Our Schools 2008-09 Education Report to the Community - <http://www.chalkboardproject.org/research-reports/reports.php>
- Regional Equity Atlas - <http://www.equityatlas.org/>
- Comprehensive Plan Assessment - www.PDXPLAN.com
- Cully-Concordia Community Assessment and Action Plan - <http://www.portlandonline.com/bps/index.cfm?c=46474>
- Diversity and Civic Leadership Program - <http://www.portlandonline.com/oni/index.cfm?c=45147&>
- East Portland Action Plan - <http://www.portlandonline.com/bps/index.cfm?c=45448>
- Economic Development Strategy - <http://pdxeconomicdevelopment.com>
- Health Impacts of Housing in Multnomah County - <http://www.mchealth.org/>
- Home Again: 10-Year Plan to End Homelessness in Portland and Multnomah County - <http://www.portlandonline.com/BHCD/index.cfm?c=30140>
- Making the Greatest Place - <http://www.oregonmetro.gov/index.cfm/go/by.web/id=231>
- Parks 2020 Vision - <http://www.portlandonline.com/parks/index.cfm?c=40182>
- Parks System Plan - <http://www.portlandonline.com/parks/index.cfm?c=50641&a=252441>
- Climate Action Plan - <http://www.portlandonline.com/bps/index.cfm?c=41896>
- Portland Schools Foundation's Ninth Grade Counts - <http://www.thinkschools.org/>
- Portland Watershed Management Plan - <http://www.portlandonline.com/bes/index.cfm?c=38965>
- Public Involvement Best Practices Program - <http://www.portlandonline.com/ONI/index.cfm?c=48289>
- The River Plan - <http://www.portlandonline.com/bps/index.cfm?c=42540>
- River Renaissance Strategy - <http://www.portlandonline.com/RIVER/>
- Service Efforts and Accomplishments, 2007-2008 - <http://www.portlandonline.com/Auditor/Index.cfm?c=26649>
- Streetcar System Concept Plan - <http://www.portlandonline.com/Transportation/index.cfm?c=46134>
- Urban Forest Canopy Report - <http://www.portlandonline.com/parks/index.cfm?c=38294>
- Voices from the Community: The visionPDX Input Report: <http://www.visionpdx.com>
- Youth Planning Program - <http://www.portlandonline.com/bps/index.cfm?c=50268>

To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities.

Call (503) 823-7700 for such requests.

Thank you to Betsy Ames for photos and to Kobalt Design for the graphic layout.



IN A CITY OF 575,930 WHO GIVES A RIP WHAT YOU THINK?

City of Portland | 1900 SW 4th Ave, Suite 7100 | Portland, OR 97201

WE DO. A city is only as good as its last plan. And our last one brought to life some of the very things we admire most about our city. It laid the groundwork for one of the best transportation infrastructures in the country and enabled us to develop a vibrant central city. That was 1980. And almost 50% of us weren't even here then.

TIME FOR A NEW PLAN. Today we face many new challenges. Only 63% of our students graduate on time. 45% of our electricity comes from coal. Our unemployment rate tops 11%. And there's the human toll – a growing gap between the haves and have-nots. We want to share opportunities equitably among our city's increasingly diverse population. But rather than just present a plan for all to follow, we'd like to have a lively discussion with you about it.

www.PDXPlan.com | **Twitter:** @PDXPlan, #PDXPlan | **Facebook:** www.facebook.com/PDXPlan
City of Portland | Metro | Multnomah County | Portland State University | Portland Public Schools
Parkrose School District | Centennial School District | David Douglas School District | Reynolds School District
Oregon Health & Science University | Portland Community College | TriMet | Portland Development Commission
Housing Authority of Portland | East Multnomah Soil & Water Conservation District | West Multnomah Soil & Water Conservation District
Multnomah County Drainage District | Worksystems Inc.

The City of Portland will make reasonable accommodation for people with disabilities. Please notify us no fewer than five (5) business days prior to the event by phone 503-823-7700, by the City's TTY at 503-823-6868, or by the Oregon Relay Service at 1-800-735-2900. Childcare available at the Mt. Scott (12/5) workshop: RSVP by 12/2 at 503-823-2041. * Interpretación simultánea en español disponible.

Portland Plan
Handbook

2009-2010