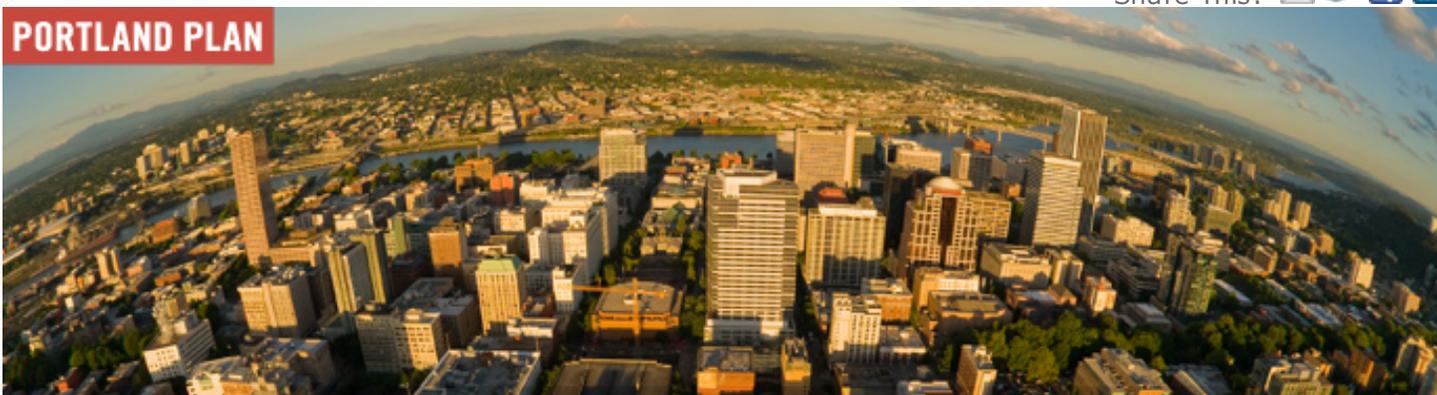


**PORTLAND PLAN****COMPREHENSIVE PLAN UPDATE E-NEWS***from the Bureau of Planning and Sustainability*

Issue # 2

September 2012

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The **Comprehensive Plan Update E-news** is a monthly e-newsletter with updates about the City of Portland's Comprehensive Plan Update. You are receiving this because you expressed an interest in the project and/or you are on the Portland Plan e-mail distribution list. If you do not wish to receive this e-newsletter in the future, please feel free to unsubscribe by clicking the "opt out" button at the bottom of this email.

**Project Overview: CPU in Full Swing**

With eight Policy Expert Groups (PEGs) covering a variety of topics meeting monthly and a stack of background research in front of City Council for adoption, the Comprehensive Plan Update project is in full swing.

**Comp Plan Factual Basis**

On Sept. 5, 2012, the "factual basis" for the Comprehensive Plan Update was presented to City Council at a public hearing. In-depth reports on Portland's future housing needs, economic opportunities, buildable lands, infrastructure and natural resources were submitted to the commissioners, the bundles so large they had to be wrapped in twine.

The key finding from this background research shows that the future number of households in Portland is expected to grow by 132,000 and the number of jobs by 147,000. The data show that we have enough space to accommodate our housing needs and most, but not all, categories of jobs. We anticipate being short of land for industrial, manufacturing/production uses — particularly harbor industrial lands — but also institutional lands, such as for hospitals and educational institutions. Read a summary of the reports [here](#).

**Infill and New Development Issues Studied**

The Comprehensive Plan Update team is responding to residents' concerns about new apartment buildings along frequent transit lines that have little or no parking. The bureau is conducting research and analysis to determine the facts about parking and travel behavior in the neighborhoods, the costs of development and rental of these new apartment buildings, and equity and access issues. The results of these studies will be shared with the public and the Planning and Sustainability Commission at an open forum on November 13. For more information about the parking study, the forum and the

[Watershed Health and Environment PEG Meeting](#)

**Oct 3**  
[Infrastructure Equity PEG Meeting](#)

## Stay Involved

All Portlanders are invited to participate in the Comprehensive Plan Update. There are a variety of ways to be engaged based on your level of interest, including:

**News and Updates blog**  
The [News and Updates](#) blog is your best source for project news and announcements. We'll be updating this page frequently with project news, agendas for upcoming meetings, draft proposals and other information.

**Policy Expert Group meetings**  
All Comprehensive Plan Update Policy Expert Group meetings are open to the public. Check out the calendar on our [website](#) for up-to-date meeting information.

**RSS feeds**  
If you use an RSS reader, like Google Reader, BlogLines or My Yahoo!, you can subscribe to the Comprehensive Plan Update's RSS feeds and automatically receive updates about the project. We offer three RSS feeds to stay informed: all project updates, just the news and just the calendar.

**Request a presentation**

PSC meetings on the topic, please visit [www.portlandonline.com/bps/pdxcompplan](http://www.portlandonline.com/bps/pdxcompplan).

## A Brief History of Portland Plans: Part 1

Portland has a rich history of planning that dates back to the early 1900s, with Olmstead's 40-mile loop trail and the Greater Portland Plan, the first long-range plan for the city. At the time, Portland's population was a mere 210,000, but city leaders envisioned rapid growth and responded with an ambitious plan for two million residents!



Portland's first zoning code was adopted in the 1920s, and over the next five decades various other plans contributed elements that have cumulatively created many of Portland's enduring places and features, including myriad parks, distinct and walkable neighborhoods, and numerous bridges.

### 1980 Comprehensive Development Plan

The 1970s saw a shift in how Portland planned for the future, with major achievements such as the 1972 Downtown Plan, Tom McCall Waterfront Park and the battle to stop the Mt Hood Freeway. The evolution of these plans culminated in the Comprehensive Development Plan of 1980, which was a major departure from previous plans in two ways: transportation and public involvement.

Previous plans were designed to accommodate and promote automobile use and did not include the community in the decision-making process. The 1980 plan, however, focused on public transit and non-motorized transportation, as well as improving public participation in the process of developing land use plans. The 1980 plan had four key objectives:

1. Promote a range of living and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.
2. Improve and protect the city's residential neighborhoods while allowing for increased density.
3. Reinforce the downtown's position as the principal commercial, service, cultural and high-density housing center in the city and region.
4. Provide a mixture of activities along major transit routes in a pattern called "noodles and nodes."

The map at upper right embodies these new concepts.

Following the adoption of the 1980 Comprehensive Plan, Portland's Community and Neighborhood Planning Program provided area-specific refinement of the Comprehensive Plan with a series of community plans, each accompanied by various neighborhood plans. The 1988 Central City Plan and the 1993 Albina Community Plan were subsequently used as models for the 1996 Outer Southeast Community Plan and the 1998 Southwest Community Plan. Since 2000, most planning has occurred at the neighborhood, center or transit corridor scale, including the Hollywood Town Center and Sandy Plan, the Northwest District Plan, the St. Johns Town Center and Lombard Plan, and the Interstate Corridor Plan.

In the next issue, we'll talk about the creation of Metro and its 2040 plan, which provides a planning framework for all jurisdictions in the area.

## Policy Expert Groups: August Meeting Summaries



Each PEG is meeting monthly from June 2012 to June 2013. More information about each PEG, including lists of members, contacts,

### **Request a presentation and discussion**

Neighborhood, business, interest-based and community groups may host a Comprehensive Plan Update presentation and discussion. Call Marty Stockton at (503) 823-2041 to schedule.

### **Workshops, open houses and other events**

Public workshops and/or open houses are planned for 2013. You might also see us at a community event near you.

### **Write, visit or call**

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meeting schedules, agendas, notes and materials, is on the Comprehensive Plan Update [website](#). By consulting the [meetings and events calendar](#), you can easily see when and where each PEG is meeting and what is on the agenda. Many of the PEGs have scheduled their meetings out for several months, so it's easy to plan ahead.

The public is invited to attend any of the PEG meetings, and time is held at the end of each meeting for public comments. Future e-newsletters will include highlights from the previous month's PEG meetings and feature stories on a PEG or an emerging issue.

What did PEG members discuss in their August meetings? Read highlights below. If you would like to learn more, full meeting notes can be found on the Comprehensive Plan Update website at [www.portlandoregon.gov/bps/pdxcompplan](http://www.portlandoregon.gov/bps/pdxcompplan).

### **Community Involvement**

Community Involvement PEG members and City staff first discussed and explored how the Comprehensive Plan is used to guide programs and projects. They then outlined how the concept of transparency can and should be included in Comprehensive Plan policy and gave staff direction to draft policy language for review and comments at the next meeting.

### **Economic Development**

Economic Development PEG members discussed industrial and institutional land policies and growth capacity. Members had a strong interest in more intensive use of existing industrial land, but questioned the likelihood of adding much capacity. Members also expressed an interest in receiving more information on flexible approaches to protecting additional natural resource areas in industrial areas. Regarding institutional land, the PEG generally agreed that existing residential zoning standards no longer fit large institutions. They recognized that both neighbors and campuses could benefit from new standards and procedures that more accurately address institutional development aspirations and offsite impacts. Finally, the PEG questioned the need for incentives to encourage satellite institutional facilities.

### **Education and Youth Success**

Parkrose School District and Portland Public Schools provided Education and Youth Success PEG members with an overview of their current and proposed facility planning projects. Both districts highlighted challenges with the City's current regulatory structure, including the time and expense of the conditional use review and permitting process for changes and upgrades to existing facilities. During further discussion, PEG members noted the relationship between housing policies and school enrollment, stability and quality. They also recognized – and supported policies to encourage – a broad variety of community-serving programs co-located on public school sites to increase community "ownership" of schools. At the same time, school districts highlighted some challenges to opening up schools to community programs, including security and maintenance costs.

### **Neighborhood Centers**

Neighborhood Centers PEG members discussed an urban design concept and historic preservation. They encouraged staff to make equity a more explicit part of citywide design policies and ensure policies are inclusive and flexible enough to be defined at the local scale by the local community. PEG members explored, and generally supported, the five pattern area concept (the "five Portlands"), as it acknowledges differences between areas and allows for flexibility in implementation approaches. However,

members encouraged staff to consider how policies might also acknowledge unique characteristics of smaller areas within the broader pattern areas. Based on the discussion, staff will also consider broader policies for a multi-generational city that

accommodates our aging society, as well as ways to incorporate physical accessibility and mobility needs into pedestrian-friendly design and historic preservation policies. PEG members also acknowledged the importance of an inclusive process to identify places of historic and cultural importance.

### **Networks**

Networks PEG members viewed presentations on Portland's demographics and a framework for applying health equity criteria to transportation projects. Members identified as key issues addressing service inequities in East Portland and the placement of schools in relation to transportation services, which could be informed by additional demographic information. Members saw the health equity framework as a model for assessing and prioritizing other network elements. The PEG also prioritized topics for discussion at future meetings.

### **Residential Development and Compatibility**

Residential Development and Compatibility PEG members discussed policy options for addressing transitions, compatibility and impacts between single-family or lower density residential areas and either higher density residential and mixed-use areas, or areas with commercial, employment or industrial uses. PEG members recognized the need to balance public health, public safety, livability, community expectations and the ability to conduct business in transitions between zones. Further, PEG members identified local context as a critical factor in determining the appropriate height and size of buildings in transition areas.

### **Infrastructure Equity**

After listening to presentations about equity and infrastructure, Infrastructure Equity PEG members developed a preliminary list of items to consider in framing the concept of infrastructure equity.

### **Watershed Health and Environment**

Watershed Health and Environment PEG members viewed a short presentation on Portland's demographics to enhance their understanding of equity considerations in land use planning. They also received a presentation from the Portland Bureau of Emergency Management on natural hazards issues before considering draft policies. PEG members strongly encouraged staff to strengthen draft policies to reduce the risks and impacts of natural hazards. PEG members also received a short presentation on the Economic Opportunity Analysis in preparation for a discussion of the relationship between watershed health and industrial land supply, scheduled for the September meeting.

### **Equity Group**

A new "Equity Group" has formed to assist with the equity discussions in each PEG and the Community Involvement Committee (CIC). The Equity Group is being convened and facilitated by the City of Portland Office of Equity and Human Rights. In addition to working with the PEGs and the CIC, this group will look at equity in the Comprehensive Plan as a whole, to help ensure that disparities in our community are being addressed and the promise of equity from the Portland Plan is fulfilled.



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Sam Adams, Mayor • Susan Anderson, Director



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