Comprehensive Plan
Map App

Welcome to the Comprehensive Plan Map App

What’s Inside?

1. The Map App is a way for you to explore maps of the city and help determine what Portland could look like and how it should grow over the next 20 years.
2. Use the Map App to learn more about anticipated new housing or job development and where the City may want to invest in new infrastructure, like water, sewers, parks and streets.
3. Your ideas can shape how Portland will grow over the next 20 years.
4. Leave your comments on the maps to inform the City’s Comprehensive Plan Update.

Comprehensive Plan
Companion Guide
Part 2: Maps and Infrastructure

Create healthy connected neighborhoods by growing and investing in centers and corridors

Encourage job growth by providing land and infrastructure for development

Support a healthy environment by connecting habitats and building green infrastructure

Reduce disparities and increase equity through strategic infrastructure investments

Improve resiliency by preparing for climate change, earthquakes and other natural hazards

Portland’s Comprehensive Plan Update
For more information, visit: www.portlandoregon.gov/bps/pdxcompplan

October 2013
This set of maps is a print version of the Comprehensive Plan Map App, a new online tool that allows people to explore the city geographically and learn about a variety of different topics and areas of the city, as shown through map “layers.” This printed document does not include all the layers in the Map App and or offer the interactive functionality of the Map App.

To get the full experience of the Map App, please visit the project website at: www.portlandoregon.gov/bps/pdxcompplan/mapapp

Visit the Comprehensive Plan Update online at www.portlandoregon.gov/bps/pdxcompplan to:

- View or print an electronic copy of the Working Draft Part 2.
- Comment online.
- Learn more about the project.
- Find out about ways you can get involved.

For more information, to submit written comments, or to obtain a printed copy of the Working Draft Part 2, please contact the Bureau of Planning and Sustainability:

Bureau of Planning and Sustainability
Comprehensive Plan Team
1900 SW Fourth Ave, Suite 7100
Portland, OR 97201
503-823-7700
pdxcompplan@portlandoregon.gov

Comments are appreciated by December 31, 2013.

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City’s TTY at 503-823-6868, or the Oregon Relay Service at 1-800-755-2900.
Comprehensive Plan Update Maps

TABLE OF CONTENTS

Discussion Layers
Centers .................................................. 2
Four Strategies for Centers and Corridors ........ 3
Central City and Regional Centers ............... 4
Town Centers ........................................ 5
Neighborhood Centers ............................... 5
Corridors ............................................... 6
Civic Corridors ....................................... 7
Neighborhood Corridors ............................ 7
Employment .......................................... 8
Central City Industrial ................................ 9
Prime Industrial Land ................................. 9
Columbia Harbor New Industrial Land ............ 10
Dispersed Employment Land ....................... 10
Campus Institutions .................................. 11
Multimodal Freight Corridors and Terminals ...... 11
Public Transit ........................................ 12
Transit Station Areas ............................... 13
Streetcar Corridors .................................. 13
High Capacity Transit Corridors and Stations ..... 14
City Greenways ...................................... 16
Urban Habitat Corridors and Areas............... 18
Stormwater Management Challenges ............. 20
Water Investments .................................... 22
Sewer/Stormwater Investments .................... 24
Parks and Recreation Improvements (Desired) ..... 26
Transportation Investments ....................... 28

Draft Working Maps
Urban Design Framework (UDF) .................... 30
Land Use Changes ..................................... 34

Background Layer
Existing Zoning ....................................... 36
Create Healthy Connected Neighborhoods by Growing and Investing in Centers and Corridors

Healthy connected neighborhoods are places that support the health and well-being of all Portlanders. They are parts of the city where people of all ages and abilities have safe and convenient access to more of the goods and services needed in daily life—grocery stores, schools, libraries, parks and gathering places—reachable on foot or by bike. They are well connected to jobs and the rest of the city by transit. They have a variety of housing types and prices so households of different sizes and incomes have more options.

Today, only about half of all Portlanders live in places with convenient and safe, walkable access to services. Cost effective public investments in healthy connected neighborhoods depend upon having concentrations of businesses and services, access to transit and residents sufficient to support lively and viable business districts. The growth expected over the next 25 years can strengthen existing and create more healthy connected neighborhoods and expand access to services to more Portlanders, if that growth is focused in a limited set of centers and corridors. Centers and corridors will become the anchors of healthy connected neighborhoods.

Portland is already developed around a system of centers and corridors. Central City serves as the main center of the state and the region. Some town centers, like Hollywood, already provide a variety of local services. Other centers, like the area around SE 82nd and SE Division (Jade District) and the Inner Main Streets (SE Hawthorne, Division and Belmont) have seen centers, like Hollywood, already provide a variety of local services. Other centers, like the area around SE 82nd and SE Division (Jade District) and the Inner Main Streets (SE Hawthorne, Division and Belmont) have seen significant growth. However, only about half of all Portlanders live near centers or corridors with good access to services and transit connections.

Key Questions:

• Are the Civic and Neighborhood Corridors in the right places? Would you add or remove any?

• In the next 20 years, it is possible that only a few centers and corridors will see major change. Do you think the City should mainly invest in areas with both high population grow and high levels of need? Which ones do you think should develop first?

Learn more…

There are four types of centers: Central City, Regional Centers, Town Centers, and Neighborhood Centers. Learn more about each type of center on the following pages. For more information, check out the Working Draft Part 2 Companion Guide.

Four Strategies for Centers and Corridors

The Comprehensive Plan guides the location, amount and design of development needed to create successful centers and corridors. It also seeks to guide investments in ways that address equity and ensure that the greatest number of Portlanders live in healthy complete neighborhoods.

Centers vary in terms of their current and expected future size and character. They also vary in terms of how prepared they are, in terms of physical infrastructure and facilities, to be able to succeed as anchors to healthy connected neighborhoods. Who lives in centers varies, too. Some include many households that have the financial security and resources to benefit from and deal with the change that comes with neighborhood growth and development. However, other centers and corridors, such as those for which there are high population projections, significant infrastructure needs and vulnerable resident populations (for example, renters, households with low income and education levels, and communities of color) are not poised to take advantage of related growth or to push the private market to develop desired services.

The Comprehensive Plan proposes guiding development and investments in Centers and Corridors based on the expected size and growth of the center, infrastructure and facilities needed, and presence of vulnerable populations. The combination of these factors plays out in four different investment strategies:
growth. They also have high concentrations of renters, lower-income households or others who may be vulnerable to displacement as property values rise. Gateway, Lents and Midway (122nd/Division) are examples.

Strategic investments in these areas should focus on reducing existing disparities in community infrastructure and amenities. These investments should prepare the area to more successfully integrate and use the development of new housing and businesses to benefit the community as a whole. Early use of economic development and housing security programs/ investments (homeownership and rental assistance) are likely appropriate. Investment priorities could include: streetscape improvements, new parks and open spaces, development incentives for mixed use buildings, and economic development.

2. Centers with Higher Population Projections, Lower Infrastructure Needs and Higher Vulnerability

These areas have already benefited from a mix of public and private investments like light rail, a complete street network and the presence of solid neighborhood business districts. Central City, the Interstate corridor, St. Johns and other centers located in Inner Portland are examples. Strategic investments in these area should focused on filling the few remaining gaps and managing increased demand (i.e., parks, parking, etc.) and providing a lasting supply of affordable housing.


These areas are not expected to grow significantly, but they have existing infrastructure deficiencies that need to be addressed to improve health, prosperity and livability for concentrations of vulnerable populations. Improvements could include streetscape and bicycle and pedestrian safety improvements and economic development programs and investments. Examples include Parkrose, Cully and West Portland.

4. Other Centers

Other centers may have infrastructure needs but are not expected to grow significantly. The investment strategy is to maintain livability and respond to opportunities as they emerge. Improvements could include maintaining existing infrastructure, strengthening connections to other centers and responding to shifts in the market. Examples include Sellwood, Roseway, Multnomah and Macadam.

Center Types

Central City and Regional Centers

What:
This layer shows the Central City and Gateway Regional Center (the only existing Regional Center in Portland).

The Central City is the Portland region’s premier center, with concentrations of jobs, services, and civic and cultural institutions that support the commercial and cultural life of the city and region. It is also the Portland region’s historic and current center for the economy, arts and cultural activities, retail, entertainment, tourism, higher education, urban living and multimodal transportation. It has the most intense housing and employment development, with many high-rise buildings and the highest levels of transit and park access in the city.

Gateway is the only regional center in Portland and serves East Portland and central Multnomah County. An anchor to surrounding communities, it features a lot of jobs, a wide range of commercial and community services, housing, and regional transit connections. Gateway has existing zoning capacity for substantial residential and employment growth, in both businesses and institutions.

Why:
The Central City and the Gateway Regional Center will continue to play an important role in accommodating the city’s housing and employment growth and in developing a compact, livable and prosperous region. Focusing growth in a vibrant Central City and Gateway Regional Center can provide opportunities for more people to live near services, transportation, and employment opportunities. In particular, supporting Gateway Regional Center can help bring more family-wage employment and diverse housing options to East Portland, while taking advantage of its location near three MAX lines and other transportation routes.

How:
How might this layer be reflected in the new Comprehensive Plan?

Urban Design Framework — The Central City and Regional Centers are part of the Urban Design Framework.

Land use and zoning — The ongoing Central City 2035 planning process is considering land use changes to meet city goals within the Central City. While Gateway has enough housing capacity in existing land use designations, the Comprehensive Plan Update will make refinements to commercial designations and zones to more accurately reflect their mixed-use function. Future refinement plans could explore land use changes to achieve city goals, such as increased employment growth and housing diversity.

Infrastructure investments — The Citywide Systems Plan could prioritize infrastructure projects, such as active transportation improvements, to support the Central City and Gateway.

Key Questions:

• What role should Gateway have in accommodating future growth and serving as an anchor for the region?

Related Discussion Layers:
Corridors, Greenways, Employment and Transportation

Related Draft Comprehensive Plan Goals & Policies:
Goal 5.C and Policies 5.17–5.22

For more information:
The Portland Plan introduces the concept of Centers as part of the Healthy Connected City Strategy. Additional information on Centers and related concepts can be found here:
http://www.portlandonline.com/portlandplan/index.cfm?c=56527&
http://www.portlandoregon.gov/bps/article/441510
http://www.portlandoregon.gov/bps/47907

For more information on the Central City, visit Central City 2035.
Town Centers

What:
This layer shows existing and potential Town Centers. Larger than Neighborhood Centers, they have a higher-density, mixed-use core area with a substantial number of jobs, a wide range of commercial and community services, housing, and regional high-capacity transit connections. They attract residents from surrounding neighborhoods as well as broader areas of the city and, to some extent, the region. Overall, Town Centers have capacity for about 7,000 households within a half-mile of their core, which is enough population to support a full-service neighborhood business district. Some Town Centers (like Belmont-Hawthorne-Division) are made up of several nearby commercial corridors.

Why:
Focusing growth to create vibrant Town Centers in each area of the city will allow more people to live in walkable, complete neighborhoods, close to services and transit. More housing is encouraged in Town Centers than in smaller centers and other areas to provide opportunities for more people to live near services, transportation, and employment opportunities.

How:
The new Comprehensive Plan may reflect this layer through:
Urban Design Framework — Town Centers are a key feature of the Urban Design Framework.

Land use and zoning — The Comprehensive Plan Update’s new Land Use Map will not designate additional commercial or multifamily residential land in Town Centers because they have enough land for future commercial and housing growth. However, the Update will refine regulations for current commercial designations and zones to accurately reflect their mixed-use function. Future refinement plans could explore other land use changes to achieve other policy objectives.

Infrastructure investments — Future infrastructure projects listed in the Citywide Systems Plan could be prioritized to support growth, create public squares, and improve active transportation in Town Centers.

Key Questions:
• Are the centers in the right location and the right type? Should any be moved, deleted or added?
• What key improvements are needed to realize the full potential of a particular center? Please identify specific locations using the comment tool.
• Are there certain centers that should be prioritized for infrastructure investment? Why?

Related Discussion Layers:
Corridors, Public Transit, Greenways and Stormwater

Related Draft Comprehensive Plan Goals & Policies:
Goal 5.C and Policies 5.17–5.22

For more information:
The Portland Plan introduces the concept of Centers as part of the Healthy Connected City Strategy. Additional information on Centers and related concepts can be found here:
http://www.portlandonline.com/portlandplan/index.cfm?c=56527&

Neighborhood Centers

What:
This layer shows potential Neighborhood Centers, which offer a variety of commercial and community services for residents of the surrounding area. Neighborhood Centers are smaller than Town Centers, but are significant in size and include a number of businesses like grocery stores, banks and hardware stores. Centers are connected by Civic or Neighborhood Corridors. Transit, often frequent bus service, bicycle and pedestrian routes provide safe and convenient access from the surrounding neighborhood.

Why: Neighborhood Centers help create “complete neighborhoods” by providing easy access to the commercial and community services needed in daily life. Providing a diverse range of housing opportunities in and around Neighborhood Centers accommodates growth in ways that contribute to creating vibrant neighborhoods, locating more people close to services and support businesses.

How:
The new Comprehensive Plan may reflect this layer through:
Urban Design Framework — Neighborhood Centers are identified on the Urban Design Framework at the district scale.

Land use and zoning — The Comprehensive Plan Update’s new Land Use Map will not designate additional commercial or multifamily residential land in Neighborhood Centers because they have enough land for future commercial and housing growth. However, the Update will refine regulations for current commercial designations and zones to accurately reflect their mixed-use function. Future refinement plans could explore other land use changes to achieve other policy objectives.

Infrastructure investments — Future infrastructure projects listed in the Citywide Systems Plan, such as improving active transportation connections, could be prioritized to support centers.

Key Questions:
• Are the centers in the right location and the right type? Should any be moved, deleted or added?
• What key improvements are needed to realize the full potential of a particular center? Please identify specific locations using the comment tool.
• Are there certain centers that should be prioritized for infrastructure investment? Why?
Corridor Types

Civic Corridors

**What:**
This layer shows potential Civic Corridors — Portland’s premier streets that are intended to become enjoyable places to live, work and gather. They should serve as safe corridors for all types of transportation and incorporate ecological design. The potential Civic Corridors are some of Portland’s widest and busiest streets, major transit corridors and freight routes that run through the city.

**Why:**
Civic Corridors are important transportation corridors that connect centers to each other, to the Central City and to other key destinations. These corridors feature business districts and areas that will likely see future housing, commercial, and employment growth. Because many of the potential Civic Corridors are wide streets with a lot of impervious surfaces, they present an opportunity to better integrate trees and green stormwater facilities to improve stormwater management, improve air and water quality and reduce urban heat island impacts. Because Civic Corridors have these important transportation, development and environmental roles it is important that they are safe, livable and distinctive places.

**How:**
The new Comprehensive Plan may reflect this layer through:

*Urban Design Framework* — Civic Corridors are a key feature of the Urban Design Framework.

*Land use and zoning* — The Comprehensive Plan Update’s new Land Use Map will not designate additional commercial or multifamily residential land along Neighborhood Corridors because they have enough land for future commercial and housing growth. However, the Update will refine regulations for current commercial designations and zones to accurately reflect their mixed-use function.

*Infrastructure investments* — Future infrastructure projects listed in the Citywide Systems Plan could be prioritized to support multi-modal transportation, incorporate trees and green stormwater facilities, improve transit service, and provide pedestrian-friendly street environments along Civic Corridors.

**Key Questions:**
- In the next 20 years, it is possible that only a few centers and corridors will see major change. Which ones do you think should develop first? Which ones should the City invest in?
- Are the corridors in the right location and the right type? Should any be moved, deleted or added?
- What key improvements are needed along these corridors? Please identify specific locations using the comment tool.

**Related Discussion Layers:**
- Centers, Public Transit, Greenways, and Transportation
- Future multi-modal transportation and pedestrian safety projects listed in the Citywide Systems Plan could be prioritized along Neighborhood Corridors.

**Related Draft Comprehensive Plan Goals & Policies:**
- Goal 5.D and Policies 5.5, 5.23, 5.24, and 5.27–5.29

Neighborhood Corridors

**What:**
This layer shows Neighborhood Corridors, streets that connect neighborhoods with each other and other parts of the city, and that also feature housing and commercial land uses.

**Why:**
Neighborhood Corridors, like NE Killingsworth and 148th Avenue, are more important than typical “collector” streets because they are significant for transportation and are commercial and activity hubs for the surrounding neighborhood. They include business districts and areas where housing growth is anticipated, and are some of the city’s more prominent streets. These activities, functions, and uses must be carefully balanced.

**How:**
The new Comprehensive Plan may reflect this layer through:

*Urban Design Framework* — Neighborhood Corridors are part of the Urban Design Framework at the district scale.

*Land use and zoning* — The Comprehensive Plan Update’s new Land Use Map will not designate additional commercial or multifamily residential land along Neighborhood Corridors because they have enough land for future commercial and housing growth. However, the Update will refine regulations for current commercial designations and zones to accurately reflect their mixed-use function.

*Infrastructure investments* — Future multi-modal transportation and pedestrian safety projects listed in the Citywide Systems Plan could be prioritized along Neighborhood Corridors.

**Key Questions:**
- Are the corridors in the right location and the right type? Should any be moved, deleted or added?
- What key improvements are needed along these corridors? Please identify specific locations using the comment tool.

**Related Discussion Layers:**
- Centers and Transportation

**Related Draft Comprehensive Plan Goals & Policies:**
- Goal 5.D and Policies 5.5, and 5.27–5.29
Comprehensive Plan Map Atlas

Employment

Employment Land
- Central Eastside EOS
- Central Eastside EOA
- Central Eastside EX
- Lower Albina EOA
- Existing Dispersed
- Potential Dispersed
- Potential New Industrial
- Potential Prime Industrial
- Potential Institutional

Freight Corridors
- Federal Navigation Channel
- Existing Priority Truck Street
- Proposed Priority Truck Street
- Railroad Main Line
- Regional Truckway

Freight Terminals
- Truck
- Marine
- Rail

October 1, 2013
City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System
Encourage Job Growth by Providing Land and Infrastructure for Development

A robust and resilient regional economy, thriving local businesses, and growth in living wage jobs are all critical to ensuring household prosperity. In the past decade, job growth in Portland was relatively flat. Many businesses cut jobs and average wages did not keep pace with rising household costs.

The forecast is for 140,000 new jobs in Portland between now and 2035. Through the Comprehensive Plan, the City of Portland must show how and where it will have the land, space and infrastructure for the business growth needed to meet this forecast.

Portland’s economy is relatively evenly split across four broad sectors that concentrate in different geographies: the Central City, industrial areas, campus institutions, and neighborhood commercial areas. Portland’s economy is expected to maintain this diverse economic base. Job growth is forecasted for all of these sectors. Each of the four geographies has particular types of businesses and sites that best meet their needs; and each has their unique challenges.

Key Questions:

• Of the strategies presented to increase industrial capacity, which would you support most strongly? Least strongly? Why?
  • Create additional industrial land by converting private golf course to a mix of industrial development, natural areas, and open space.
  • Support intensification and expansion of existing businesses by prioritizing freight infrastructure projects.
  • Create public incentives to clean-up brownfields.
  • Convert vacant and underutilized commercial or residential land to employment uses in East Portland.

• Are there other strategies or implementation approaches (legislation, incentives, funding, partnerships) the City should explore?

• Are there specific equity issues the City should consider in addressing these challenges?

Learn more…

Learn more about concepts for the Central City, industrial areas, and campus institutions on the following pages. For more information, check out the Working Draft Part 2 Companion Guide.

Central City Industrial

What:
This layer shows the Central City Industrial area, including the Central Eastside and Lower Albina industrial districts, as well as commercial mixed use corridors within these districts, and the Central Eastside Employment Opportunity Subarea. The Central City Industrial area comprises primarily industrial, general employment and central city employment zones. This area is unique because of its proximity to the region’s highest concentration of diverse customers, suppliers and competitors; its low land values and rents suitable for growing tenant markets; incubator role for new and growing businesses; and an urban character that is attractive to some businesses.

The Central City Industrial area is being planned for in the Central City 2035 Plan, which is being developed concurrently with the Comprehensive Plan Update to guide future development and investment in central and downtown Portland.

Why:
The Central City Industrial area is projected to add 11,000 new jobs to the area by 2035. This will likely exceed the supply of vacant and redevelopable sites in the area, which means additional steps are needed to accommodate this job growth. Strategies to address the shortfall will be identified through the Central City 2035 planning process and could include changes to land use designations, infrastructure investments and other incentives to encourage more intense development.

How:
The new Comprehensive Plan may reflect this layer through:

Urban Design Framework — These areas are not shown on the Urban Design Framework.

Land use and zoning — Changes to land use and zoning are being considered as part of the Central City 2035 planning process.

Infrastructure investments — Changes to infrastructure investment priorities are being considered as part of the Central City 2035 planning process.

Key Questions:

• How should the City address the shortfall of development capacity for Central City Industrial area?

• What land uses are consistent within the Central City Industrial area?

Related Draft Comprehensive Plan Goals & Policies:

Policies 3.7, 3.9, 3.28, 3.31–3.33, 3.38 and 3.41

For more information:
The Central City 2035 Plan will develop a planning and policy framework for this area and consider land use changes and infrastructure priorities.

http://www.portlandoregon.gov/bps/47907

Prime Industrial Land

What:
This layer identifies industrial land for a new “Prime Industrial Land” map designation. Prime Industrial land has specialized site characteristics that are difficult to find in the region. Most of these areas have access to multiple modes of transportation for freight, including marine, air, rail, pipeline and roadway. Land designated as Prime Industrial indicates that it is the highest priority for long-term retention and development with industrial uses.

Why:
Prime Industrial land has a significant effect on the local and regional economy, providing widely accessible, middle-income jobs and supporting many types of businesses, which contribute substantially to community prosperity. These areas are a West Coast gateway for international trade, a freight distribution hub and an export manufacturing center.

Portland’s Economic Opportunities Analysis (EOA) has identified major shortfalls of industrial land to meet forecasted demand to 2035. These Prime Industrial lands are the most critical to retain for industrial uses.

How:
The new Comprehensive Plan may reflect this layer through:

Urban Design Framework — This area is not shown on the Urban Design Framework.

Land use and zoning — A new “Prime Industrial” designation is being considered for the Land Use Map. Zoning changes may also be needed to implement the Prime Industrial land retention policy.

Infrastructure investments — Multimodal freight infrastructure and other improvements may be included in the Citywide Systems Plan to support the efficient use and development of Prime Industrial land.

Key Questions:

• How should industrial land retention approaches incorporate flexibility over time, for example to encourage reinvestment, economic innovation and urban land efficiency?

• How should industrial land retention approaches address new development regulations or public acquisition that reduces industrial development capacity in Prime Industrial areas?

Related Discussion Layers:

Corridors and Transportation

Related Draft Comprehensive Plan Goals & Policies:

Goals 3A, 3B, and 3C and Policies 3.18, 3.28, 3.34 and 3.35
EMPLOYMENT

For more information:
Portland’s Freight Master Plan includes the existing Freight Network Map, policies and planned improvements. The Portland Plan sets related policy direction for traded sector growth, expansion of trade gateway and freight hub functions, and equitable household prosperity in the “Prosperity and Affordability Strategy.” The Economic Opportunities Analysis evaluates industrial land needs.

http://www.portlandoregon.gov/transportation/index.cfm?c=357098
http://www.portlandonline.com/portlandplan/index.cfm?c=58776&a=420371
http://www.portlandoregon.gov/bps/59297

Columbia Harbor New Industrial Land
What:
The Columbia Harbor consists of the harbor and airport industrial districts. This layer shows land that is not currently, but could be, designated for industrial use to meet industrial land needs. These areas include a portion of West Hayden Island and four golf courses in the area.

Why:
Portland’s 2012 Economic Opportunities Analysis reveals a 635-acre shortfall of developable industrial land in the Columbia Harbor by 2035. Providing sufficient land for industrial uses is necessary to meet state mandates. In addition, industrial uses tend to provide widely accessible, middle-income jobs that improve local economic equity. Designating additional land for industrial use is one of several strategies to address the projected industrial land shortfall. Other strategies relate to maintaining and intensifying industrial use on existing industrial land.

Because of its unique habitat and location by the Columbia River and Columbia Slough, the Columbia Corridor is also an important area for wildlife and watershed health. The new industrial land locations shown were chosen to balance watershed health and employment objectives within the corridor. This approach provides land for industrial development and protected natural areas to increase access to both nature and jobs.

How:
The new Comprehensive Plan may reflect this layer through:
Urban Design Framework — These areas are not shown in the Urban Design Framework.
Land use and zoning — The new industrial areas shown are proposed for a Prime Industrial land use designation on the Land Use Map. The areas shown are also being considered for rezoning to Industrial as part of the Comprehensive Plan Update.
Infrastructure investments — Transportation and freight investments may be included in the Citywide Systems Plan to serve new industrial areas.
Implementation tools — Future area plans, new brownfield redevelopment tools, development incentives, regulatory improvements and other tools are also under consideration to meet industrial land needs.

Key Questions:
• How should the City optimize and integrate strategies to increase industrial land capacity and improve watershed health in these districts and new industrial areas?
• How much new public investment should be made in brownfield cleanup, development incentives and environmental restoration, in order to meet industrial growth and watershed health land needs?

Related Discussion Layers:
Corridors and Transportation

Related Draft Comprehensive Plan Goals & Policies:

For more information:
The Economic Opportunities Analysis evaluates industrial land needs. Information and draft proposals from the West Hayden Island planning can be found here. Draft concepts for golf course reuse and other integrated strategies to advance industrial land and watershed health goals are summarized here.

http://www.portlandoregon.gov/bps/59297
http://www.portlandoregon.gov/bps/49815
http://www.portlandoregon.gov/bps/article/441915

Dispersed Employment Land
What:
This layer shows Dispersed Employment Land, which consists of small employment areas, typically 5 to 50 acres in size. The areas are used primarily for light industrial and office space in neighborhood settings, usually near freeways.

Why:
Portland’s 2012 Economic Opportunities Analysis (EOA) identified a 28-acre shortfall of developable land in Dispersed Employment areas to meet forecasted growth to 2035. Meeting this shortfall will support about 3,900 new jobs and expand opportunities for family-wage employment near housing.

The new areas shown on the map are focused near freeways and existing industrial areas in East Portland. In East Portland, this job growth would help reduce economic disparities for people of color and the working poor. East Portland business districts consist primarily of neighborhood commercial corridors with few of the middle- and high-income job opportunities often found in industrial and office districts.

How:
The new Comprehensive Plan may reflect this layer through:
Urban Design Framework — These areas are not shown in the Urban Design Framework.
Land use and zoning — The land use designations of the new employment areas under consideration could be changed to a Mixed Employment or Industrial designation on the Land Use Map.
Infrastructure investments — Infrastructure improvements to serve new employment areas could be included in the Citywide Systems Plan.
Implementation tools — Future area plans, regulatory improvements, development incentives and other tools could be considered.

Key Questions:
• Are these four conceptual areas the best locations to consider for new Dispersed Employment Land? Why or why not?

Related Discussion Layers:
Centers and Corridors

Related Draft Comprehensive Plan Goals & Policies:

For more information:

http://www.portlandoregon.gov/bps/59297
http://www.portlandoregon.gov/bps/article/214221

http://www.portlandoregon.gov/bps/article/441915
Campus Institutions

What:
This layer shows hospitals and colleges that are, generally, on campuses larger than 10 acres and have at least 100 employees. A new “Campus Institution” land use designation is being considered for these hospitals and colleges to balance growth and neighborhood livability.

Why:
Healthcare and higher education institutions provide a significant— and growing— number of jobs in the city. According to the Economic Opportunities Analysis (EOA), Portland has a shortage of land for these types of institutions under existing zoning. Supporting their growth may require providing more zoning capacity and infrastructure. However, many of these institutions are located in or near residential areas, so growth could affect nearby residents and neighborhoods. Balancing growth with neighborhood livability will require development review processes that provide flexibility for growth, while addressing potential negative impacts and incorporating meaningful neighborhood input.

How:
The new Comprehensive Plan may reflect this layer through:

Urban Design Framework — Campus institutions are part of the Urban Design Framework.

Land use and zoning — A new “Campus Institution” land use designation is being considered for the Land Use Map. In addition, an implementation project will look at new approaches to regulating development on campuses.

Infrastructure investments — Infrastructure investments may be included in the Citywide Systems Plan to support job growth at campus institutions.

Key Questions:
• How should we provide more capacity for the growth of campus institutions?
• How should the City minimize negative effects on surrounding neighborhoods while enhancing the positive impacts these institutions offer their neighborhoods?

Related Draft Comprehensive Plan Goals & Policies:

For more information:
The Economic Opportunities Analysis evaluates campus institution land needs at:
http://www.portlandoregon.gov/bps/59297

Multimodal Freight Corridors and Terminals

What:
This layer shows major multimodal freight corridors, including the river navigation channels, railroad main lines, Olympic Pipeline, and regional truck highways and streets. “Multimodal” includes trucks, trains, airplanes, pipelines, ships and more. It also shows distribution terminals, such as the Portland International Airport, marine terminals and rail yards.

Why:
These corridors support Portland’s role as an important West Coast hub and gateway for international and domestic trade. Projected freight traveling through the Portland region is expected to double over the next 20 years. These corridors are integral to the growth of traded sector businesses (e.g., manufacturing, warehouse and distribution industries), which bring export income and family-wage jobs into the region, often for those without college degrees. A strong freight network supports equity and household prosperity and can encourage businesses to grow or locate here.

How:
The new Comprehensive Plan may reflect this layer through:

Urban Design Framework — These corridors are not shown on the Urban Design Framework

Land use and zoning — There will be no changes to the Land Use Map as a result of this layer. However, the location of multimodal corridors is an important factor in the Prime Industrial Land and Columbia Harbor New Industrial Land, which include potential land use changes.

Infrastructure investments — The Citywide Systems Plan may include investments to improve freight corridors.

Implementation tools — Future approaches could include multidisciplinary performance criteria, partnerships and export growth initiatives.

Key Questions:
• How should transportation, land use and economic development approaches be coordinated to support Multimodal Freight Hub and Corridor functions?
• How can intergovernmental and public-private partnerships (such as with private railroads) be improved to support Multimodal Freight Hub and Corridor functions?

Related Draft Comprehensive Plan Goals & Policies:

For more information:
Portland’s Freight Master Plan includes the existing Freight Network Map, policies and planned improvements. The Portland Plan’s Prosperity and Affordability Strategy sets policy direction for traded sector growth, trade and freight hub expansion, and equitable household prosperity. The Economic Opportunities Analysis evaluates industrial and freight terminal land needs.
http://www.portlandoregon.gov/transportation/index.cfm?ref=357098
http://www.portlandonline.com/portlandplan/index.cfm?c=58776&a=420371
http://www.portlandoregon.gov/bps/59297
Public Transit

Access to transit is an important component of creating complete neighborhoods and improving access to employment. Living in places with active transportation options—like public transit—can make it easier to live a healthy lifestyle and reduce the risk of developing chronic diseases, such as heart disease and diabetes. More people using active transportation and transit will lead to better air quality, reduce vehicle congestion and improved freight mobility.

Portland’s policies make transit the preferred mode for longer commuting trips to achieve air quality, climate action, and public health goals. Portland’s frequent transit network — MAX, Portland Streetcar and frequent TriMet bus service — provides the highest quality transit in the Portland's transit network. While the Central City and most of the Inner Portland neighborhoods have good access to transit, there are significant gaps in coverage in East and Southwest Portland. Potential expansions of the frequent transit system, including new MAX, streetcar, bus rapid transit, or frequent bus lines could resolve these gaps and improve access for users citywide.

Key Questions:

- Are frequent service lines missing in areas that would provide access for large numbers of people? Or in areas that would improve access to job, school and other opportunities?
- The City’s limited financial resources mean only a few streetcar corridors can be developed in the next 25 years. With this limitation in mind, which corridors should be prioritized? Why?

Learn More...

Learn more about concepts for high capacity transit corridors, stations, and station areas; streetcar; and frequent service transit on the following pages.

Transit Station Areas

What:
This layer shows four types of Transit Station Areas, which are areas surrounding High-Capacity Transit stations. High-capacity transit currently includes the light rail system (MAX), and potentially could include bus rapid transit in the future. These areas are prime locations for higher density residential and commercial development that takes advantage of the excellent transit access and mobility.

1. Center Stations provide access to a Regional or Town Center. These areas are the greatest priority for housing and commercial development because they provide residents, customers and visitors with access to both high-quality transit and services.
2. Transit Neighborhood Stations provide access to a mixed-use corridor or neighborhood residential area. Areas within a ½-mile of the stations are a focus for housing development to expand housing opportunities close to high-quality transit.
3. Employment Stations provide access to areas with concentrations of jobs and commercial uses. They do not include significant residential development.
4. Destination Stations provide access to regionally important destinations, such as the Portland Zoo, the Airport, or the Expo Center. They do not include significant residential development.

Why:
Focusing housing and jobs in transit station areas that have good transportation connections can increase area residents’ access to jobs and services throughout the neighborhood and the region. Focusing growth around a system of mixed-use centers and light rail lines also aligns with the Metro region’s goals for a compact, healthy, and connected region.

How:
The new Comprehensive Plan may reflect this layer through:
Urban Design Framework — Transit Station Areas are part of the Urban Design Framework.
Land use and zoning — Land use designations shown on the Land Use Map and zoning could be changed in some transit station areas to allow higher intensity residential and employment uses.
Infrastructure investments — Transportation investments could be included in the Citywide Systems Plan to improve connections within transit station and to key destinations beyond the station area.

Related Discussion Layers:
Centers, Corridors and Transportation

Related Draft Comprehensive Plan Goals & Policies:
Goal 5.C, Policy 5.25, Policy 7.5, 7.6, 7.10

For more information:
Additional information on Transit Station Areas and related concepts can be found here:
http://www.portlandoregon.gov/bps/article/441510

Streetcar Corridors

What:
This layer shows existing and potential future streetcar corridors. It is based on a combination of the 2009 Streetcar System Concept Plan and conceptual growth scenarios developed for this update of the Comprehensive Plan.

Three types of corridors are shown:
- Priority Corridors, which are most likely to be considered for construction within the next 25 years
- Long Term Corridors, which are less likely to develop within the next 25 years
- Existing corridors

Priority Corridors were selected because they would serve the greatest amount of anticipated new housing and jobs. All of these corridors could also be candidates for enhanced or frequent bus transit improvements.

Why:
Building new streetcar lines would improve neighborhood and business district connectivity by expanding transit options. It could also help spur future growth in key areas. New streetcar lines frequently attract significant private development, but they also rely on new growth to be financially feasible.
How:
The new Comprehensive Plan may reflect this layer through:

**Urban Design Framework** — Streetcar lines are not included in the Urban Design Framework.

**Land use and zoning** — In most cases, existing land use designations and zoning already provide sufficient opportunity for transit-supportive development along priority streetcar corridors. In a few locations (for example, Macadam) Land Use Map changes could be considered to improve ridership or financial viability.

**Infrastructure investments** — Investments to build priority Streetcar Corridors could be identified in the Citywide Systems Plan.

**Key Questions:**
- The City’s limited financial resources mean only a few streetcar corridors can be developed in the next 25 years. With this limitation in mind, which corridors should be prioritized? Why?

**Related Discussion Layers:**
Centers, Corridors, and Transportation

**Related Draft Comprehensive Plan Goals & Policies:**
Policy 7.10

For more information:
The Streetcar System Concept Plan identifies the best opportunities for future streetcar corridors. The Growth Scenario Report assesses the likely location of future housing and employment growth.

http://www.portlandoregon.gov/transportation/article/321180
http://www.portlandoregon.gov/bps/article/449310

---

**High Capacity Transit Corridors and Stations**

**What:**
High-capacity transit (HCT) includes the light rail system (MAX), and potentially could include bus rapid transit. This layer shows existing and two potential High-Capacity Transit Corridors — Barbur and Division-Powell — and their stations. HCT is more reliable, faster and carries more people than traditional bus service.

**Why:**
High-Capacity Transit Corridors are a key part of the region’s transportation system, providing access to the Central City, various centers, and a range of employment opportunities and destinations throughout the region. They also connect people to regional transportation options, like the Portland International Airport.

Areas around high-capacity transit stations are prime locations for high density housing and commercial development that takes advantage of the excellent access and mobility the transportation system provides. The Transit Station Areas layer provides more information on these development opportunities.

**How:**
The new Comprehensive Plan may reflect this layer through:

**Urban Design Framework** — High Capacity Transit Corridors and Stations are included in the Urban Design Framework.

**Land use and zoning** — Land use designations shown on the Land Use Map and zoning around some HCT stations could be changed. See Transit Station Areas for more information.

**Infrastructure investments** — Future high-capacity transit investments in the Barbur and Powell/Division corridors are under consideration in the Citywide Systems Plan.

**Related Discussion Layers:**
Centers, Corridors, and Transportation

**Related Draft Comprehensive Plan Goals & Policies:**
Goal 5.C and Policies 5.25, 7.5, 7.6, and 7.10

---

For more information:
The Streetcar System Concept Plan identifies the best opportunities for future streetcar corridors. The Growth Scenario Report assesses the likely location of future housing and employment growth.

http://www.portlandoregon.gov/transportation/article/321180
http://www.portlandoregon.gov/bps/article/449310
Explore the maps online

Use the **Comprehensive Plan Map App**

http://www.portlandbps.com/gis/cpmapp/

Learn more about the maps

Download the **Comprehensive Plan Companion Guide**

http://www.portlandoregon.gov/bps/article/465341
City Greenways

What:
This layer shows the proposed City Greenways system, which features trails and green, park-like corridors. City Greenways connect people to nature and key community destinations, such as Town Centers, parks and rivers. They may take various forms, including trails along rivers and through natural areas, as well as verdant green streets and parkways through more urban neighborhoods. They are a key part of the city’s broader network of connections — including sidewalks, local bikeways, green streets and trails — that work together to support active living by providing options for recreation and active transportation for people of all ages and abilities.

The City Greenways system is made up of:

a. Greenway trails provide a citywide bicycle and pedestrian network that connect natural areas and urban neighborhoods. The trails shown are either existing or proposed.

b. Heritage parkways are streets that include linear parks, views, trees, distinctive landscaping or street design, and other unique elements. Existing heritage parkways include the NE Ainsworth Linear Arboretum, Terwilliger Parkway, the Downtown Park Blocks, and NE Alameda. Some existing heritage parkways will become part of enhanced greenway corridors.

c. Greenway corridors are major connections that will offer park-like, pedestrian- and bicycle-friendly connections, with trees and planted areas to filter stormwater and air. The greenway corridors shown are conceptual and will be planned and improved over time.

Why:
City Greenways will contribute to Portland’s bicycle, pedestrian, green street, and parks and open space systems, improving active transportation options and enhancing watershed health. For example, trees and planted areas along a City Greenway can filter stormwater and air, provide wildlife habitat, help slow traffic, and improve the pedestrian experience.

The system integrates distinct park, transportation, and stormwater networks, improving coordination and ensuring investments serve multiple purposes. In the future, City Greenways could be a priority for bicycle, pedestrian and green infrastructure improvements.

How:
How might this layer be reflected in the new Comprehensive Plan?

Urban Design Framework — City Greenways are an important component of the Urban Design Framework.

Land use and zoning — The trail segments shown would be used to update the trail ‘stars’ on the zoning map, which identify locations where adjacent development may be required to dedicate land for future trails.

Infrastructure investments — Future investments in City Greenways could be identified and prioritized in the Citywide Systems Plan.

Implementation tools — The trail portions of the City Greenways system could be implemented through a new or revised classification in the Transportation System Plan (TSP). This will be discussed as part of the update of the TSP starting in 2014.

Key Questions:
• What do you think about this proposal?

Related Discussion Layers:
Centers, Corridors, Parks, and Transportation

Related Draft Comprehensive Plan Goals & Policies:
Policies 5.23, 5.26, 5.29, 5.40, 6.26, 6.65 and 7.4

For more information:
The Portland Plan introduces the concept of City Greenways as part of the Healthy Connected City Strategy. Additional information on City Greenways and related concepts can be found here:
http://www.portlandonline.com/portlandplan/index.cfm?c=56527
http://www.portlandoregon.gov/bps/article/441510
Urban Habitat Corridors and Areas

**What:**
This layer shows a general concept for preserving, enhancing and reconnecting fish and wildlife habitat corridors and areas throughout the city. Habitats include rivers and streams, drainageways, riparian areas, wetlands, large natural areas and upland habitats. The map includes existing habitat areas and highlights possible places where connections might be created or improved.

Potential tools for improving habitats and creating new connections could include ecological site design (e.g., building away from existing habitat, landscaping with native plants or installing ecoroofs), natural resource restoration, tree planting and natural resource protection through willing seller land acquisition, and regulations. (Click on specific corridors for more information). In places where potential corridors and areas overlap existing residential, commercial and industrial development, adding vegetation would allow birds, pollinators and desirable wildlife to move more easily and safely as well as enhance neighborhood livability and business districts.

**Why:**
A rich diversity of native fish and wildlife, including salmon species that spawn in local creeks, over 200 species of resident and migratory birds, and a number of species that pollinate plants live or move through Portland. Fish and wildlife health depends on vibrant and connected natural habitats. Some city habitats are in good condition, but many are fragmented by roads or railroads or affected by development and invasive plant species such as blackberries. All local streams have problems with water quality, including temperature and sediments.

Portlanders also benefit from these natural areas because they provide places to learn, play and experience nature; improve health and well being; clean and cool the air and water; and reduce risks of landslides and flooding. Urban Habitat Corridors and Areas can help link isolated habitats, weave nature into the city, and connect wildlife with corridors in the region and beyond.

**How:**
The new Comprehensive Plan may reflect this layer through:

- **Urban Design Framework** — Habitat areas and corridors are part of the Urban Design Framework.
- **Land use and zoning** — No changes are recommended to the Land Use Map. Future refinements to zoning tools and programs could support and encourage ecologically sensitive development.
- **Infrastructure investments** — The Citywide Systems Plan includes investments in stormwater management, tree planting and land acquisition.

**Key Questions:**
- Are the Habitat Corridors and Areas in the right places? Which would you move, add or remove and where?
- What are your ideas for how to preserve, enhance or create habitat areas and corridors?
- How do you suggest increasing nature in developed areas, like industrial districts, while also supporting job growth?

**Related Discussion Layers:**
Parks, Centers, Corridors, and Employment

**Related Draft Comprehensive Plan Goals & Policies:**

**For more information:**
The Portland Plan introduces the concept of Habitat Corridors as part of the Healthy Connected City Strategy. The Natural Resources Inventory updates the City’s inventory of riparian areas and wildlife habitat. The Portland Watershed Management Plan explains the goals and objectives for improving watershed health in the city.

http://www.portlandonline.com/portlandplan/index.cfm?c=56527&
http://www.portlandoregon.gov/bps/59299
http://www.portlandoregon.gov/bes/38965
Stormwater Management Challenges

What:
This layer highlights some stormwater management challenges that affect current and future development in the city, and describes some of the tools that could be used to address these constraints. The areas shown have potential for a significant amount of new development. They are also places where the natural and built stormwater systems have limited capacity to manage stormwater runoff from existing development (buildings and pavement), and where future development could increase stormwater problems. Many of these areas also have important natural resources, such as streams and trees, as well as substandard streets, landslide hazards or flood hazards, and other issues that would be affected by future development.

Why:
If stormwater cannot be managed properly, runoff can contribute to flooding, erosion and damage to homes, businesses, roads, natural areas and streams. In some cases, these stormwater impacts could be avoided by changing the way the city grows and redevelops. In others, they could be managed through investments in stormwater infrastructure. Both of these options may impact costs and requirements for taxpayers, sewer ratepayers, developers and property owners.

How:
The new Comprehensive Plan may reflect this layer through:

Urban Design Framework — These areas are not shown on the Urban Design Framework.

Land use and zoning — Yes, changes to land use designations and zoning are being considered for some areas with stormwater constraints. Future refinements to the Stormwater Management Manual, Drainageway Reserves and other regulations, such as impervious surface limits and tree canopy requirements, may also be considered.

Infrastructure investments — The Citywide Systems Plan includes infrastructure investments to improve stormwater management.

Key Questions:
• Do you have ideas or suggestions for how to reduce or prevent problems with stormwater runoff in these or similar areas?
• Which areas are the most important to invest taxpayer or ratepayer money in to improve stormwater management? Why?

Related Discussion Layers:
Sewer/Stormwater, Centers, and Corridors

Related Draft Comprehensive Plan Goals & Policies:
Water Investments

What:
This layer shows improvements the City plans to make to Portland’s drinking water system over the next 20 years. Only major projects with a specific location are shown on the map. Citywide projects or programs include general maintenance and improvements to the City’s distribution mains, hydrants, meters, pump stations and tanks, buildings, services, wholesale connections and fountains; automated meter reading program; water quality and regulatory compliance; security; and planning.

Why:
Major investments in the water system will ensure that the system continues to serve Portland residents and businesses with reliable, clean water for the next 20 years. These investments will meet state and federal regulatory requirements to protect public health, meet Portlanders’ expectations for water quality and water pressure, and reduce the risk that the water system might fail.

How:
The new Comprehensive Plan may reflect this layer through:

Urban Design Framework — These investments are not included in the Urban Design Framework.

Land use map and zoning — No changes to the Land Use Map are planned.

Infrastructure investments — Yes, significant infrastructure investments would be included in the Citywide Systems Plan and the Comprehensive Plan.

Related Draft Comprehensive Plan Goals & Policies:
Goal 6.F and Policies 6.49–6.60

For more information:
Detailed information on the water needs and investments can be found in the Working Draft Citywide Systems Plan.
Sewer and Stormwater Investments

**What:**
This layer shows improvements to Portland’s sewer and stormwater systems over the next 20 years. Only major projects with a specific location are shown on the map.

**Why:**
Major investments in the sewer and stormwater systems will ensure they continue to protect public health, water quality and the environment. These investments will help meet the needs of Portland’s current and future residents and businesses, and enhance the quality of the city’s rivers, streams and groundwater.

**How:**
The new Comprehensive Plan may reflect this layer through:

- **Urban Design Framework** — These investments are not included in the Urban Design Framework.
- **Land use and zoning** — No changes to the Land Use Map are planned.
- **Infrastructure investments** — Yes, significant infrastructure investments would be included in the Citywide Systems Plan and the Comprehensive Plan.

**Related Discussion Layers:**
Stormwater

**Related Draft Comprehensive Plan Goals & Policies:**

**For more information:**
Detailed information on the water needs and investments can be found in the Working Draft Citywide Systems Plan.
Desired Park and Recreation Improvements

**What:**
This layer shows desired park, recreation, natural area and trail improvements that have a known location. The map does not include citywide improvements and maintenance to buildings and pools; existing developed parks; golf courses; natural areas; public school sports fields; recreation features; and trails and roads. It also does not show park needs if a specific improvement has not been identified.

In general, improvements fill gaps in the parks and recreation system, where residents are more than ½ mile from a developed park, trail or natural area, or more than 3 miles from a full-service community center (with a pool, arts facilities, classrooms and active recreation facilities). Improvements are also meant to complete the regional trail system.

**Why:**
These improvements will ensure parks, natural areas, recreation opportunities and trails are accessible to all Portlanders for recreation, experiencing nature and building community. However, the City will need to prioritize improvements to reflect available resources and opportunities.

**How:**
The new Comprehensive Plan may reflect this layer through:

*Urban Design Framework* — These improvements are not included in the Urban Design Framework.

*Land use map and zoning* — No changes to the Land Use Map are planned.

*Infrastructure investments* — The Citywide Systems Plan will identify these desired park and recreation improvements. However, projects will not be included in the Comprehensive Plan, in accordance with state planning requirements.

**Key Questions:**
- With limited funds, how should the City prioritize park and recreation improvements?
- Are other major improvements needed to meet the needs of existing and future Portlanders?

**Related Discussion Layers:**
*Centers, Corridors and Greenways*

**Related Draft Comprehensive Plan Goals & Policies:**
Goal 6.G and Policies 6.61–6.70

**For more information:**
Detailed information on parks and recreation needs and investments can be found in the Working Draft Citywide Systems Plan.
Comprehensive Plan Map Atlas

Transportation

Transportation Investments
- Potential Transportation Projects
  - Potential Project Line
  - Potential Project Area

October 1, 2013
City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System
Transportation Investments

What:
This layer shows planned transportation projects, based on the current Transportation System Plan. These multi-modal projects address the needs of pedestrians, bicyclists, transit users, freight movers and motorists.
Investments in the City’s transportation system are needed to maintain existing facilities and ensure the system meets the needs of Portlanders for decades to come. The City is updating the Transportation System Plan along with the Comprehensive Plan Update. This update will include refining the list of projects shown on this layer to reflect recent plans, like the Bicycle Master Plan for 2035; reflect new goals and policies; and support proposed centers, corridors and greenways.

Why:
The City’s transportation system connects people to places, schools, jobs and amenities while allowing the movement of goods. Investments will improve the system’s ability to serve existing residents and businesses, support and accommodate growth, and help ensure Portlander’s quality of life, safety, prosperity, equity and health. However, decreases in federal, state and local transportation funding limit efforts to make all necessary improvements or fully maintain the transportation system. Transportation projects must be prioritized to provide the greatest benefit, given limited resources.

How:
The new Comprehensive Plan may reflect this layer through:

Urban Design Framework — These investments are not included in the Urban Design Framework, although they will be necessary to implement many components.
Land use map and zoning — No changes to the Land Use Map are planned.
Infrastructure Investments — Yes, significant transportation investments would be included in the Citywide Systems Plan and the Comprehensive Plan.

Key questions:
• With limited transportation funding, what criteria should be used to prioritize projects?
• How should investments be balanced to accommodate expected growth, support growth in centers and corridors, and address existing deficiencies?

Related Discussion Layers:
Centers, Corridors, Public Transit

Related Draft Comprehensive Plan goals and policies:
Goals 7A–7F, and Policies 7.8–7.14, 7.24, 7.28 and additional policies in Chapters 5, 6 and 7

For more information:
Projects on this map are also listed in the Portland Transportation System Plan (Chapter 3).
http://www.portlandoregon.gov/transportation/article/370477

http://www.portlandoregon.gov/transportation/article/370477
What is the Urban Design Framework?

The Urban Design Framework provides a structure for Portland’s current and future physical form and layout. The framework describes and maps the city in terms of major elements such as its places, natural features, and connections. The framework establishes a set of terms for the major physical elements in Portland and allows the City to be more intentional in how it directs future change and growth. The Urban Design Framework will be part of the basis for drawing the new Comprehensive Plan Map that guides land use, design, density, and investment decisions.

Because the Urban Design Framework is drawn at the citywide scale, the location shown for specific elements should be seen as general, subject to refinement and more specific plans in the future. Also, the Urban Design Framework fully supports the Portland Plan concept that one size does not fit all. The framework assumes that the specific design of neighborhoods, streets, open spaces, and centers needs to allow for flexibility to respond to differences in local conditions and objectives.

What is in the framework?

The Urban Design Framework describes the high-level physical elements that make up the city and maps the layout of the city in terms of those elements. The list of elements, which builds on the Portland Plan’s Healthy Connected City strategy, includes four major groups: Pattern Areas, centers, connections, and natural features. The map depicts a combination of locations where elements already exist on the ground and locations where they may be developed based on the Comprehensive Plan.

At the largest scale, the Urban Design Framework identifies five distinct Portland geographies, or “Pattern Areas.” Distinguishing these areas recognizes that a “one-size-fits-all” approach does not work, and that each area has unique characteristics, needs, and assets to consider in future planning and development decisions.

The framework depicts a growth strategy that prioritizes growth and change in higher density, mixed-use centers, in Civic Corridors, and in Transit Station Areas. A citywide system of mixed-use areas provides more equitable access to places of focused activity and services. These mixed-use areas will be shaped by the characteristics, challenges, and opportunities presented by each of the Pattern Areas, and they will support the surrounding residential areas and help to create healthy, complete neighborhoods.

The framework also includes an interconnected network of Civic Corridors, Greenways, and Habitat Corridors that will connect people and weave nature into neighborhoods throughout Portland. These connections represent the integration of Portland’s multimodal transportation system to improve accessibility to centers, employment areas, natural areas, and the Willamette and Columbia Rivers.

Finally, the framework highlights major natural features, such as waterbodies and large habitat areas that shape the city’s physical landscape. The Urban Design Framework illustrates how a system of open spaces and streets can connect centers and neighborhoods while bringing the natural landscape into the fabric of the city and the daily lives of residents. The Urban Design Framework supports the idea that Portland’s future growth can be both urban and sustainable — that it can contribute to vibrant urban districts while enhancing and growing Portland’s natural land, water, and habitat elements and connections.

Pattern Areas

Five Pattern Areas

Portland’s natural and built patterns — the hills and streams, street and block patterns, building types and open spaces — give Portland’s neighborhoods and districts their distinct character. The draft policies recognize that Portland has five fundamental pattern areas (listed below) and that future development and public infrastructure should respond to each area’s positive characteristics, strengths and assets.

The Central City is the region’s center of innovation and exchange. Future development should support the continuing evolution of its intensely urbanized built form; its concentrations of employment, cultural, and higher education institutions; and its high-density residential neighborhoods, in recognition that a healthy city must have a healthy core.

The Inner Neighborhoods have a fine-grained texture. Future development should enhance this pedestrian-scaled built environment of neighborhood main streets, mixed-use districts, and residential areas.

The Western Neighborhoods are topographically rich. Future development should respond to and integrate the area’s prominent characteristics, such as its hills, streams, ravines, and forested slopes, while cultivating a built environment that is accessible to all people.

The Eastern Neighborhoods have a distinctive skyline of buttes and fir trees. Future development should respond to and enhance the area’s distinctive mix of urban patterns and natural features, such as buttes, streams, and large native trees.

The Industrial and River areas have a variety of physical patterns. Future development should foster designs that support the varied activities and form of the area’s prime industrial lands, its habitat areas, and the city’s connections to the rivers.

Centers

Central City serves as the region’s premier center with jobs, services, and civic and cultural institutions that support the city and region. It plays an important role in accommodating growth.

Gateway Regional Center is eastern Portland’s major center, serving the area and region with employment and community services, accessible by regional transit.

Town Centers serve a broad area of the city. They are anchored by substantial employment or institutions, a wide range of commercial and community services, and typically have high-capacity transit. They can accommodate growth with capacity for about 7,000 households.

Neighborhood Centers are smaller centers that primarily serve adjacent neighborhoods and provide opportunities for additional housing and low-rise commercial and mixed use buildings.

Civic Corridors

Civic Corridors are the city’s most prominent streets, and often the widest. They connect centers, help unify the city and region, and have the potential to be distinctive civic places of community pride. Civic corridors are rooted in the Portland Plan’s Healthy Connected City strategy.

Civic corridors are some of Portland’s widest streets and major transit corridors (such as Sandy, Barbur, and Foster). Besides their key transportation functions, which typically include major traffic and freight roles as well as transit, Civic Corridors include places with transit-supportive densities of housing, commercial, or employment uses. Civic corridor policies are intended to support transformation of Portland’s most important streets into premier streets that are enjoyable places to live, work, gather, and that incorporate ecological function into their design.
Neighborhood Corridors

Neighborhood Corridors connect neighborhoods with each other and with other parts of the city. Some Neighborhood Corridors serve as the anchor of activity within a Town or Neighborhood Center.

Neighborhood corridors are typically narrower multi-modal streets. Policies are intended to support the viability of neighborhood business districts and provide additional housing opportunities close to transit.

Transit Station Areas

Center Stations provide access to a mixed-use center or corridor. They are the greatest priority for housing development because they provide access to both high-quality transit and services.

Employment Stations provide access to employment areas. They serve areas with concentrations of jobs and commercial uses. Residential development is not an important component.

Transit Neighborhoods provide access to areas with high-density housing. Areas within ½ mile of the stations are the focus for housing development to expand opportunities for people to live close to transit.

Destination Stations provide access to regionally important destinations and attractions such as large parks, regional trail systems, the airport or the EXPO Center.

City Greenways

City Greenways are a citywide network of trails and green, park-like corridors linking major centers and open spaces to promote active living, both for recreation and transportation, for people of all ages and abilities. The City Greenways system connects people to nature and to key community destinations, such as Town Centers, large parks, and the rivers. The City Greenways system is made up of trails, heritage parkways, and enhanced greenway corridors.

Trails typically provide off-street pedestrian and bicycle access, often located in natural areas, hillside areas, and along the rivers.

Heritage parkways are iconic streets that include elements such as linear parkways, views, and distinctive landscaping or street design (examples include the Ainsworth Linear Arboiretum, the Downtown Park Blocks, and NE Alameda). Some heritage parkways will become part of enhanced greenway corridors.

Enhanced greenway corridors are major connections that will be improved over time as extensions of the trails and parkways system. These enhanced greenway corridors will offer new park-like and iconic connections that prioritize pedestrians and bicycles, with trees and planted areas to filter stormwater and air. The enhanced greenway corridors are conceptual only and their specific alignments will be refined in future planning.

Natural Features

Existing Habitat/Corridors are areas of the city that support fish and wildlife. These corridors include large "anchor habitats", water bodies and surrounding vegetation, upland patches and nearby development.

Potential Habitat/Corridor

Potential habitat corridors will connect existing habitats, parks, and tree canopy by "greening up" neighborhoods and business areas.

Watersheds and waterbodies

The five main watersheds in Portland are catchment areas, where surface and subsurface water drains to a river or stream. Waterbodies include the Willamette and Columbia rivers, and several streams and wetlands in Portland.

Tree canopy

Shown here are major tree canopy clusters in Portland. Most of Portland’s neighborhood-scale tree canopy is not depicted on this map. Connected neighborhood tree canopy weaves nature into the city.

Employment Areas

Central City is the region's high-density employment center and relies on high-volume transportation infrastructure. It is primarily an office district for professional and business services, finance, information, and government. It is also a key location for the entertainment, small industry, and education sectors.

Industrial districts are in the low, flat areas along the Harbor and the Columbia Corridor, Oregon's freight hub. The manufacturing and distribution sectors concentrate here. They typically need one-story buildings, medium to large sites, and locations buffered from housing.

Commercial areas are mainly home to the retail, personal service, and related sectors that serve customers on-site. These businesses locate amid their market areas, lining corridors across the city. They generally need ground-floor space along pedestrian or auto-oriented streets.

Institutional sectors in health care and education are concentrated in large hospital and college campuses and dispersed smaller facilities. Major institutions are large employers with campuses that vary from pastoral expanses to concentrated areas.
Learn more about Portland’s infrastructure systems and project list

Read the Citywide Systems Plan
http://www.portlandoregon.gov/bps/article/464625
Land Use Changes

The Comprehensive Plan provides an opportunity to holistically evaluate and revise where Portland should grow and develop, given Portlanders’ stated needs, and given housing, economic and environmental trends. Between now and 2035, Portland is forecast to grow by 125,000 households and 140,000 jobs. This map, Land Use Changes, draws from the Urban Design Framework and 11 Discussion Layers of the Map App to identify where land use changes are being considered as part of the Comprehensive Plan Update to advance the plan’s key directions and accommodate projected household and job growth.

In addition, this map shows:

- Parcel-specific land use changes which were considered through a formal public process (e.g., the Central City 2035 North/Northeast Quadrant Plan) but have not yet been adopted.
- Generalized areas in which community discussions have identified potential land use changes, but further parcel-specific analysis and continued public discussion and property owner notification would be needed prior to adoption of any changes.
- Proposals to change land use designations on a number of publicly-owned parcels to Open Space, where such parcels are currently in (or intended for) open space use.
Existing Zoning

This map shows current zoning for the city of Portland as well as unincorporated areas of Multnomah County, which are administered by the City. In addition to zoning, the official Zoning Maps also include comprehensive plan designations, overlay zones, as well as plan districts, historic and conservation districts.

This is a background layer in the Comprehensive Plan Map App. It is included here in the printed version of the Map App to provide readers with easy access to Portland’s current zoning.