



# Southwest Community Plan

## **Vision, Policies and Objectives**

**City of Portland  
Bureau of Planning  
Portland, Oregon**



**July 2000**

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# Southwest Community Plan

Adopted by City Council, July 13, 2000  
Ordinance No. 174667

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## I. Introduction

### Background

On July 13, 2000, the City Council voted to adopt this set of policies for the *Southwest Community Plan (SWCP)*. This vote closes a chapter of a long and eventful process – interrupted by a year-long hiatus – that involved incredible time and commitment of Planning Commissioners, Southwest residents and business representatives, neighborhood associations, City staff, and other interested people. This document, the *Southwest Community Plan Vision, Policies and Objectives*, represents a starting point for the City Council to build upon as the underpinnings of any future components of the *Southwest Community Plan*.

The *Southwest Community Plan (SWCP)* area (see Figure 1.1) encompasses approximately 19.5 square miles, generally bordered on the north by the Sunset Highway/I-405, on the east by the Willamette River, on the south by the Multnomah/Clackamas County line, and on the west by the Multnomah/Washington County line. Two unincorporated areas of Multnomah County were included within the SWCP area. The areas are in the northwest corner of the plan boundary, south of the Sunset Highway, and in the southeast corner of the plan boundary, south of SW Stephenson Road, adjacent to the Multnomah/Clackamas County line. Both areas are within the city's adopted Urban Services Boundary (USB). The SWCP boundary also includes several small areas in eastern Washington County adjacent to the Portland city boundary. Not included within the SWCP boundary were the Portland Downtown area and the northern portion of the Corbett-Terwilliger-Lair Hill neighborhood known as the North Macadam subdistrict.

When first scoped in 1994, the *Southwest Community Plan* was to include several pieces that, in combination, would set a 20-year framework for Southwest Portland to govern decisions regarding land use, transportation, public facilities and services, environmental protection, housing and public safety. The multi-year project became controversial – since the project began there have been three major changes in the planning process, based largely on citizen concerns.

In July 1998, following significant public involvement and public discussion, the Planning Commission began its decision-making process on a proposed vision, set of policies and objectives, proposed Comprehensive Plan/zoning map for Southwest Portland, and other plan elements. A tentative decision on the vision, policies and objectives was reached on July 14, 1998. After scores of hours of deliberations, the Planning Commission also made tentative decisions on approximately two hundred requested amendments to the neighborhood associations' proposed update of the Comprehensive Plan/zoning map. While tentative decisions about mapping were made for most of the *Southwest Community Plan* area, the Planning Commission recognized the immense amount of time and effort still ahead. This recognition, combined with an already-full schedule of other Council-directed and priority projects,

prompted the Planning Commission to halt work indefinitely on the plan on August 11, 1998.

During the time the plan was on hold, everyone involved – citizens, staff and Planning Commissioners alike – had an opportunity to reflect on why the *Southwest Community Plan* process was so difficult, contentious and time-consuming. Out of this reflection emerged some fresh, creative rethinking about ways to proceed with the process. A unique process that emphasized trust and collaboration was put in place.

In the meantime, several important City initiatives addressing issues of importance to Southwest citizens were advanced or completed, including efforts related to stormwater management, erosion and sedimentation control, endangered species protection and recovery, and redesign of the Local Improvement District (LID) process.

Shortly after the Planning Commission suspended its work on the plan, a citizens' task force was formed by the Southwest Neighborhoods, Inc. (SWNI) to advocate for completion of the *Southwest Community Plan*. Over the subsequent months, the Task Force, composed of representatives of neighborhood associations within Southwest Portland, met regularly. After reviewing the vision, policies and objectives tentatively adopted by the Planning Commission, the group began drafting and refining an alternative set of plan policies that more closely reflected the thinking of the Task Force members.

In August 1999, City staff met with the Task Force and, through collaborative discussions, developed a process to formally revive the *Southwest Community Plan*. The revised process called for moving plan elements forward on separate tracks, with the community plan policies identified as the first track to proceed. The new and unique process created a path that allowed for both the Planning Commission's policies *and* the Task Force's alternative set of policies to move forward to City Council for consideration. Most participants supported this process as a way to continue City work on the plan.

With Planning Commission and City Council support, City staff proceeded with this new process to move forward on the policy component of the *Southwest Community Plan*. The Planning Commission voted on September 21, 1999, to recommend a few minor revisions to its tentatively adopted set of policies and to forward the set, as revised, to the City Council for formal consideration.

In accordance with the revised process endorsed by both the Planning Commission and the City Council, Council considered the Task Force's document in addition to Planning Commission's recommended policies. In some areas the two documents were similar; in other areas they differed significantly. Both documents were available for public review, and both were discussed at City Council public hearings on May 17, 2000; June 1, 2000; and June 29, 2000. For procedural reasons, the City Council considered the Task Force document as a set of requests to amend the Planning Commission's recommended policies. The policy document adopted by City Council on July

13, 2000 melds many aspects of the two policy proposals the Council considered.

In endorsing the revised process, the Planning Commission and the City Council believed that successful completion of the policy phase of the *Southwest Community Plan* was a vital prerequisite for continuing on with any subsequent phases of the plan, such as the Comprehensive Plan/zoning map. This set of policies provides the foundation upon which any additional plan components will be built.

## **How This Document is Organized**

The Land Use and Urban Form policy is the first policy in this document. This is an umbrella policy under which all others fit. This policy is followed by the Public Facilities policy. All remaining policies and objectives are organized by topic alphabetically. There is no implied priority in the remaining policies, because all fit together to meet the needs of residents and businesses within the *Southwest Community Plan* area.

## **What are Policies and Objectives?**

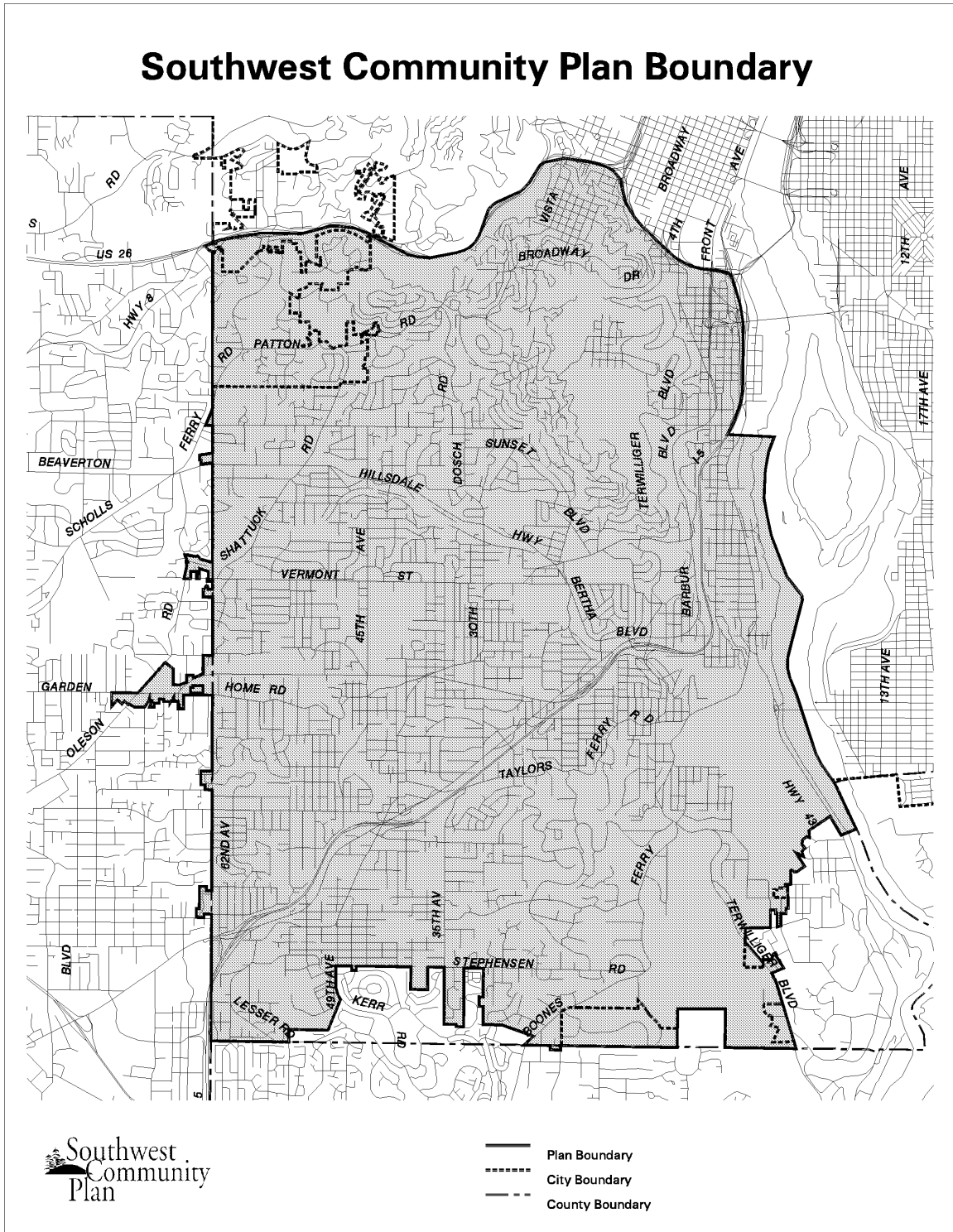
Policies are broad statements that set preferred courses of action. Adopted policies guide and direct community planning decisions regarding land use, the provision of public services (such as parks and transportation), and community-based improvements. Policies need to be specific enough to help determine whether or not a proposed project or program would advance community values expressed in the goals.

Objectives are specific statements that carry out a plan in the short term. Objectives are measurable benchmarks that can be used to assess incremental progress in achieving the broader purposes expressed in policies.

***NOTE:*** *The City Council has recommended that a separate land use plan be developed in the future for an area that would include the area currently known as the West Portland Town Center. This future planning process would update the Comprehensive Plan/zoning map for the area as well as a significant length of the Barbur Boulevard Corridor. The process would also include a review of the appropriateness of the town center designation, and could result in a change in that designation. The boundaries to determine where any designation would be applicable will be determined in that planning process. Until such a plan is completed, the town center designation for the area is conceptual only and is not intended to govern decisions affecting the areas. When that planning process is completed, the Southwest Community Plan policies may be amended through a public process to be consistent with that plan. All references to the West Portland Town Center are marked with an asterisk (\*).*



Figure 1.1: Study Area





## II. Vision for Southwest Portland

Southwest Portland encompasses 18 neighborhoods that reflect considerable diversity in demographics, residential character, terrain and infrastructure, commercial and business enterprises, and public and private facilities and institutions. During its early history, the City of Portland developed to the east and north of the downtown area on the western bank of the Willamette River.

At the same time, the large geographic area of Southwest Portland developed as farm towns, with dairies and farming communities as focal points of growth well into the twentieth century. Most of Southwest Portland was annexed to the City of Portland in the 1950s, and much of its infrastructure and character reflects its rural beginnings even in the late 1990s.

Also in the late 1990s, Southwest Portland had several thriving commercial nodes – along Southwest Capitol Highway at Hillsdale and Multnomah; along Southwest Barbur Boulevard from Terwilliger to the edge of the City of Tigard; along Southwest Macadam; in Burlingame at Terwilliger and Taylors Ferry Road, and along Beaverton-Hillsdale Highway. By 2020, these commercial nodes have evolved further into vital focal points for community activities and commercial and retail services, while retaining elements of their valued historical community character.

Macadam Avenue, already a major urban thoroughfare in 1997, changed significantly with the development of the North Macadam District. Residents and visitors to the Portland metro area now enjoy riverfront access via the Willamette Greenway Trail. The Greenway provides recreational, environmental, aesthetic, walking and bicycling opportunities. The Greenway is easily accessible from Macadam Boulevard and links with Tom McCall Waterfront Park in Portland's downtown.

Hillsdale Town Center's vital and growing urban commercial core supports small businesses, housing and pedestrian activities. It is an engaging place – friendly, lively, inviting and safe with a diversity of residents which help create a strong community identity and spirit.

Capitol Highway, a fully tree-lined street with sidewalks from Hillsdale to West Portland Park, beckons people to walk or bike in safety between the Hillsdale Town Center and Portland Community College.

Multnomah Village has retained its charm, partially through an historic district designation, even as merchants expand and new businesses begin. The village area has continued to prosper and attract neighborhood and community residents. Local gathering spots offer opportunities for friends and neighbors to meet, providing a small town atmosphere that residents continue to treasure.

The Barbur Boulevard corridor is becoming a successful center for business and housing. With transit service and streetscape improvements, the area has

attracted growing numbers of pedestrian-oriented retail and commercial services, as well as a variety of housing opportunities for people of all ages and income levels.

To the west, Beaverton-Hillsdale Highway is changing, as the community responds to the increased urbanization of Washington County and City of Beaverton. In the future, Beaverton-Hillsdale is more than a highway. The existing higher density residential areas are supported by a range of land uses and building types that enhance pedestrian activities. Where possible, ground floor retail with housing above is developed. This retail is neighborhood oriented, serving the additional housing and surrounding neighborhoods. These regional and more local land uses are supported by transit service that provides frequent service. The Raleigh Hills Town Center ties the cities of Beaverton and Portland together, offering both residents and commuters a variety of goods and services.

The Garden Home Main Street has completed its evolution into a thriving market and residential area serving both Portland and Beaverton neighborhoods. The completed Fanno Creek Greenway Trail runs through it, providing an attractive pedestrian and bicycle connection between the 40-Mile Loop Trail and the Tualatin River.

West Portland Town Center\* is becoming a successful center for employment and housing. Its adjacent population has helped create its distinctive offices, shopping opportunities, and homes that attract people of all ages and income levels.

By 2020, the forested hills and dales of Southwest Portland and its intricate network of rills, creeks, and streams have been preserved or restored to allow an abundant return of native fish and a sustaining habitat for birds and other small wildlife. A program of watershed-based planning has allowed the development of stormwater management that respects and retains the area's strong natural character while accommodating growth.

Through initiatives of Southwest citizens in the 1990s, an interconnected system of pathways and trails has developed by 2020 that includes public streets and off-street links, and provides miles and miles of walking opportunities throughout Southwest Portland. Pedestrians enjoy the urban trail system and the streams, forest canopy, and hilly terrain that have always distinguished Southwest Portland. Signage and a detailed walking tour map invite residents and visitors alike to discover and use routes that were formerly unknown or inaccessible to the public.

Throughout Southwest Portland, residents find a diversity of housing and transportation choices. People continue to live close to major commercial/retail corridors in higher-density housing that has allowed preservation of the lower-density inner neighborhoods. Citizens and businesses have diverse and efficient transportation within and throughout the





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Southwest and take advantage of public transit that links these centers with one another and with the rest of the metropolitan area.

Neighbors, visitors, and employees enjoy the Southwest for its natural areas, open spaces, views and vistas, parks and plazas, walkways and parkways, and luxuriant greenery. By 2020, the Southwest is no longer park deficient, and considerably more parkland has been purchased to provide outdoor recreation and natural resource protection. Southwest parks serve a variety of community needs including appropriate passive and active recreation and environmental protection based on the value of their natural resources, the need for recreation and the context of the park. The character of the Terwilliger Parkway, long considered the "jewel in the crown" of Portland, has been extended to Tryon Creek State Park. Recreational users of Terwilliger now enjoy bike and pedestrian paths, benches, interpretive signage, and a "corridor of green" from downtown Portland to Lake Oswego.

By 2020, infrastructure issues progress to a resolution that allows improvements tailored to the setting, past development, and the specific needs of each neighborhood. The City is committed to infrastructure improvement and planning that allows much of the treasured character of each neighborhood to be preserved, while allowing it to integrate the necessary growth in the new millennium.

The strong identification of Southwest residents with the natural environment has guaranteed their involvement in the longevity of the community's values throughout the life of the *Southwest Community Plan*. This energy and diligence by Southwest residents in creating and enhancing the special places of Southwest continues to strengthen the quality of life for all who live here.



### **III. Policies and Objectives for Southwest Portland**

#### **Land Use and Urban Form**

**Enhance Southwest Portland’s sense of place as a community and a collection of distinct neighborhoods. Accommodate Southwest Portland’s share of regional growth while protecting the environment in all areas. Encourage the realization of compact, transit and pedestrian-friendly, mixed-use centers while responding to the need for a range of housing types and prices. Outside of the mixed-use areas, allow infill housing opportunities which increase neighborhood diversity, stability and home ownership while limiting redevelopment.**

#### **I. Community-wide Objectives**

1. Ensure compatibility of new development with Southwest Portland's positive qualities.
2. Encourage innovative designs in public and private development that are in harmony with the natural character of Southwest Portland.
3. Ensure that zoning designations represent densities that are likely to be achieved.
  - (a) Focus new housing and employment opportunities in “mixed-use areas” in Southwest Portland: in town centers, main streets, and at designated areas along corridors.
  - (b) Encourage redevelopment that has clear public benefit, fewer adverse consequences, minimal environmental limitations and adequate infrastructure.
  - (c) Ensure that development and redevelopment occurring outside of mixed-use areas respects the scale and the desired neighborhood character identified in individual neighborhood plans.
4. Through the shared efforts of residents, institutions, businesses, and public agencies, enhance the level of community responsibility for, and involvement in, a secure, safe and diverse environment.
5. Support protection of historic and scenic resources in Southwest Portland.



6. Develop zoning, subdivision and design tools to promote infill development that is compatible with the desired character of established residential areas.
7. Encourage medical and educational institutions to appropriately house students and work cooperatively with affected neighborhood associations to minimize negative livability impacts on adjacent residents
8. Support efficient utilization of public lands for achieving compatible multiple objectives, where appropriate
9. Land use patterns near existing parks in Southwest should consider the desired neighborhood character, service level of the park, and accessibility as well as the potential impact on sensitive environmental areas.



## II. Additional Objectives for Mixed-Use Areas

### A. General Objectives

1. Define boundaries of main streets and town centers through a public process in a way that supports commercial viability, meets Metro's 20 year allocations, and helps the city meet its housing goals.
2. Create land use patterns that support transit and foster a positive environment for pedestrians in Southwest Portland's town centers, main streets, and at designated areas along corridors.
3. Encourage development within main streets and town centers that enhances commercial vitality and the desired characteristics of these areas.
4. Encourage employment and housing growth in Southwest Portland's town centers, main streets, and at designated areas along corridors, while effectively managing stormwater runoff and protecting creeks and waterways.
5. Ensure that plan designations and zoning in mixed-use areas are flexible enough:
  - (a) to allow a wide range of commercial, high density residential, and employment opportunities.
  - (b) that, when subsequent master plan processes are begun, such designations will not act as a hindrance to the planning effort.
6. Balance the need for higher density residential and mixed-use development with the preservation of single family detached homes on small lots in the town centers, main streets and corridors, to promote a diversity of housing options in these areas.
7. Enhance the natural resource, recreational and aesthetic values of streams, stream corridors and open spaces within town centers and main streets.
8. Enhance the environment for pedestrians in Southwest Portland's town centers, main streets, and transit corridors.
9. Link mixed-use areas with an interconnected transportation network and transit services.
10. Give priority to public funding for future infrastructure improvements in Southwest Portland that will address deficiencies and support employment and housing growth, to the town centers, main streets, and



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transit corridors, including improvements that will support “nodes” of pedestrian and transit activity along the corridors.



## B. Town Center Objectives

*Town centers serve areas greater than and may have a character distinct from the surrounding neighborhoods. Town centers take a variety of shapes and forms. They contain buildings which may be larger than those in surrounding neighborhoods with a style and design that gives the town center its own sense of place. Its core contains the highest density employment, commercial and residential uses and developments. Moving outward, uses and buildings become increasingly less dense, with the edges compatible and inviting to nearby neighborhoods. Town centers are transportation hubs, with convenient locations for making transit connections. Town centers in Southwest Portland are Hillsdale, Raleigh Hills, and West Portland\*.*

1. When increasing residential and employment density in Southwest Portland, place the highest density within town centers.
2. Within the boundaries of town centers, create transitions along the edges that respect the planned density, design, scale and character of the contiguous neighborhoods.
3. Include the following in any future individual town center master plans:
  - (a) identification of major employers and businesses and what they need to succeed in that location;
  - (b) analysis of changes due to active intervention programs as well as market trend changes;
  - (c) analysis of infrastructure improvements, including the necessity for increased connectivity within the town center required for rapid high density growth, the need for regional stormwater management facilities, and identification of likely funding mechanisms;
  - (d) district-wide entertainment possibilities;
  - (e) identification of the character distinctive to the particular town center; and
  - (f) identification of and assistance to individuals, businesses and organizations committed to improvements within the town center.
4. Encourage public/private partnerships to address the infrastructure needs in town centers.

### C. Main Street Objectives

*Main streets are a part of and provide services to the neighborhoods within which they are located. Generally linear in form, main streets contain buildings whose height, scale, and designs are appropriate for their neighborhoods and uses which are a mix of residential and neighborhood-scale commercial. While main streets typically serve the surrounding community, they may develop a regional specialization. They may have a village or urban character. Their growth and development will occur in tandem with changes to the surrounding neighborhood. Main streets in Southwest Portland are Garden Home, Macadam, and Multnomah.*

1. Respect the planned density, design, scale and character of the contiguous neighborhood when increasing residential and employment density within main streets.
2. Ensure transportation connections, community interaction, pedestrian rhythm and orientation, and frequent and accessible transit service within and between the main street and the surrounding neighborhood(s).
3. Include the following in any future individual main street master plans:
  - (a) identification of desirable neighborhood-scale businesses as well as those which might draw from a more regional market and what they need to succeed in that location;
  - (b) analysis of market trend changes;
  - (c) analysis of infrastructure improvements needed and likely funding mechanisms to transition the main street to a higher density within 20 years;
  - (d) local entertainment possibilities;
  - (e) identification of the character of the particular main street and means by which the area will change incrementally; and
  - (f) identification of and assistance to individuals, businesses and organizations committed to improvements within the main street.





## D. Corridor Objectives

*Corridors are transportation routes that connect mixed-use areas to each other and to other parts of the region. They are designated for increased growth and development during the next 20 years. They may or may not currently contain transit services, but as development occurs, they will become increasingly convenient to access public transportation. They are linear, but contain nodes - usually intersections - which are most appropriate for locating concentrated development. Almost all corridors need infrastructure improvements to attain a high-quality pedestrian and bicycle environment. Corridors in Southwest Portland are Barbur Boulevard, Beaverton-Hillsdale Highway, Capitol Highway, Multnomah Boulevard, and Terwilliger-Boones Ferry Road.*

1. Encourage transit-supportive concentrations of housing and employment density at appropriate locations.
2. Emphasize a high-quality pedestrian and bicycle environment and convenient access to public transportation along corridors.
3. Encourage the development of “nodes” of employment, commercial and housing opportunity along transit corridors.
4. Provide regional and on-site stormwater management facilities that mitigate the effects of runoff from transportation infrastructure.
5. Provide connections between transit corridors and nearby schools and public park facilities.



## III. Special Areas

### A. Willamette River Greenway

1. Protect the Willamette River and the Willamette River Greenway by supporting Statewide Goal 15 (Willamette River Greenway), the *Willamette Greenway Plan*, its regulations, resolutions and vision.
2. Foster the completion of the Willamette Greenway trail through the *Southwest Community Plan* area and its connection to other Southwest bicycle and pedestrian routes.

### B. Other Special Areas

1. Enhance the scenic qualities of Terwilliger Boulevard and the Terwilliger Boulevard extension not currently within the Terwilliger design overlay zone.



## **Public Facilities**

**Ensure adequate public facilities for both existing and new development through equitable funding mechanisms.**

### **Objectives**

1. Evaluate current deficiencies in public facilities.
2. Develop a long-range plan and strategies to improve public facilities consistent with *Southwest Community Plan* objectives.
3. Ensure that the provision of new public facilities maintains or enhances the functions of existing public facilities.
4. Develop a process involving public participation to find equitable mechanisms for funding improvements to inadequate infrastructure and additional infrastructure needed for new development.
5. Develop land use patterns and public facilities that protect natural water courses, and consider the impacts of landslides and earthquakes.





## Citizen Involvement

**Ensure that the policies and objectives of the *Southwest Community Plan* are used to guide the collaborative actions of the city and Southwest citizens for the next 20 years. Involve citizens integrally in the *Southwest Community Plan* from concept through evaluation and revision.**

### Objectives

1. Create partnerships based on a collaborative, consensus-seeking, community-based approach between community organizations, neighborhood and business associations, city bureaus and officials, all implementing bodies, and individual citizens when creating, developing, or implementing policies and programs for the *Southwest Community Plan* or Southwest area.
2. Establish clarity as to the roles, rights, responsibilities, and degree of accountability of the participants, including city officials, bureau directors, staff, citizen leadership, organizations, and individuals for creation, development, and implementation of policies or programs for the *Southwest Community Plan* or Southwest area.
3. Address community concerns and goals during creation, development, implementation, monitoring, evaluation, and revision of the *Southwest Community Plan*.
4. Identify, strengthen, and use communication links between the Planning Commission, City Council, city staff, and citizens throughout the creation, development, and implementation of the *Southwest Community Plan*. Ensure that citizens receive responses from policymakers, including the rationale for decisions.
5. Use the *Southwest Community Plan* policies and objectives to create, develop, implement or evaluate new citywide policies, programs, or project proposals to ensure that the concerns of the Southwest community are addressed.
6. Engage the Southwest community and all relevant stakeholders in discussion of the economic and demographic factors that could affect the current and future needs of development, business, and in the creation, development and successful implementation of the *Southwest Community Plan*.
7. Support the activities of recognized organizations when creating, developing, or implementing policies or programs for the *Southwest Community Plan* or Southwest area.



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8. Review the progress of the *Southwest Community Plan* in concert with the citizens of Southwest Portland through ongoing monitoring and periodic evaluation of plan implementation, including refinement or modification of implementing actions with public input as circumstances change.
9. Obtain active participation from Southwest neighborhood associations, business associations, and other community-based organizations by soliciting recommendations from their leadership for participation on any citizen advisory committee to engage in any phase or facet of the *Southwest Community Plan* or plan area. Seek balance and variety on all citizen advisory committees.

## Economic Development

**Maintain and build upon Southwest Portland's position to attract and support economically viable neighborhood and regional employment centers. Foster businesses and commercial developments that are compatible with the desired scale and character of each center. The most desirable businesses include those which predominantly provide family-wage jobs.**

### Objectives

1. Foster the development of new jobs in Southwest Portland by encouraging development of new businesses in commercial and employment areas.
2. Support educational and medical institutions in enhancing the quality of education they provide and research they conduct.
3. Support opportunities for startup and in-home business and telecommuting as a way of reducing vehicle miles traveled while promoting economic diversification.
4. Attract investment that contributes to the range of commercial, civic and community services desired in each employment center.
5. Encourage locally-owned and managed businesses and properties.
6. Encourage the construction of residential units as a component of new commercial and employment developments.
7. Encourage the provision of ground floor retail and services in office buildings and in multifamily housing projects.
8. Support activities that increase the linkage between local job opportunities and job training and school-to-work transition programs in the high school and community college.
9. Assist businesses, business associations, and neighborhoods to organize. Encourage each to:
  - (a) Identify the range of goods and services needed to serve the Southwest market.
  - (b) Create a favorable climate for new and existing businesses to provide a wide range of goods and services to the Southwest market.



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- (c) Establish a trusting and productive relationship with neighbors and neighborhood associations.



## Housing

**Provide a variety of affordable housing choices adequate to meet the needs of current and future Southwest residents. Regard the existing housing stock as one resource to meet this need. Encourage development of housing types that will increase home ownership opportunities for Southwest residents.**

## Objectives

### Housing Supply and Quality

1. Provide opportunities to achieve the development of new housing units over the next 20 years to accommodate new residents and the shift to smaller households.
2. Provide for diversity of size, type, and affordability of housing to meet the needs of young adults, small and large families, empty nesters, the elderly, and others.
3. Increase opportunity for building more detached single family housing by reducing minimum lot sizes and encouraging the construction of smaller size houses.
4. Encourage property owners to maintain and improve their homes and rental properties so that established neighborhoods remain stable and attractive as infill and redevelopment occur.

### Affordability and Home Ownership

5. Encourage public and private developers to vary the affordability, type and size of units in new housing developments to foster the development of inclusive communities.
6. Aid Southwest residents of varying income levels to become homeowners, particularly first-time homebuyers.
7. Increase the supply of affordable rental housing of all types for families. This includes units with three or more bedrooms.
8. Increase Southwest Portland's supply of housing affordable to households below the median income.
9. Encourage the provision of an adequate supply of mixed-income housing so that those working in Southwest can live near where they work.





## Parks, Recreation and Open Space

**Enrich neighborhoods and the Southwest community as a whole with ample, accessible, and well-maintained parks and open space. Preserve and enhance the natural habitat features of Southwest Portland's parks and open spaces. Ensure a wide range of recreational opportunities for Southwest citizens.**

### Objectives

1. Create new parks and open spaces in Southwest Portland to meet current and future needs for parks, recreation and open space at levels that meet or exceed standards adopted by the City.
2. Preserve natural areas for wildlife habitat, environmental and scenic values.
3. Promote the voluntary acquisition of environmentally-sensitive areas by public and nonprofit agencies.
4. Maintain and enhance existing parks, recreational programs, and community centers in Southwest Portland to serve current and future residents.
5. Encourage removal of invasive species in parks and natural areas.
6. Encourage and support community stewardship programs for Southwest Portland's parks and natural areas.
7. Consider and encourage provisions for parks, recreation facilities, and common open space areas in new subdivisions in Southwest Portland.
8. (a) Protect Tryon Creek State Park as a regionally significant natural and recreational resource.  
  
(b) Protect other natural areas, parks, and riparian corridors as significant natural and recreational resources.
9. Promote active participation of citizens in the creation of all plans for parks and open spaces in Southwest Portland.
10. Establish criteria, through a citizen involvement process, for determining when changes to Southwest parks or open spaces should be preceded by appropriate parks plans.
11. Encourage the development of well-designated, well-maintained trails and bicycle paths in Southwest Portland as recreational opportunities.



## Southwest Community Plan

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12. Encourage biological diversification by restoring, enhancing, and managing parkland for a variety of specific landscape and habitat types, with preference for native species where appropriate.
13. Promote and provide safe and convenient trails and bicycle paths from Southwest neighborhoods to the Willamette River.
14. Ensure that public facilities are planned and developed in accordance with the Public Facilities policy herein.
15. Promote a continued partnership with schools and other stakeholders in the use of parks, recreational areas and open spaces in Southwest Portland.

## Public Safety

**Enhance the level of community responsibility for a secure and safe living environment through shared efforts of residents, public agencies, institutions, and businesses. Maintain a high level of public safety and security for residents, employees, and businesses.**

### Objectives

1. Ensure coordinated, prompt, adequate, effective, and efficient police and fire protection and emergency response in Southwest Portland.
2. Consider topography, accessibility, and Southwest community needs in the siting and design of new public safety facilities.
3. Inform residents, students and business community members about crime prevention, and encourage them to work together on crime prevention programs and projects.
4. Inform and encourage participation by the community in fire prevention, landslide, and flood risk prevention, and emergency-preparedness programs.
5. Encourage community-based programs aimed at accident prevention and medical incident intervention.
6. Encourage the development of street patterns and standards that provide adequate emergency vehicle access and quick response times. Ensure adequate ingress and egress especially to public safety facilities, which should have alternate routes in the event that disaster blocks primary access routes.
7. Encourage site layouts and building designs that encourage proprietary attitudes and natural surveillance over shared and public spaces.
8. Promote development patterns that promote pedestrian safety in commercial areas.





## Transportation

**Provide a balanced, multimodal transportation system in Southwest Portland that encourages increases in transit use and pedestrian accessibility and connectivity, discourages non-local traffic in residential areas, manages congestion, and focuses on improving and maintaining arterial and local streets.**

### Objectives

1. Support the development of pedestrian facilities, including safe crosswalks, identified in the Pedestrian Master Plan and the SW Trails maps on arterials and local streets, at major intersections and bus stops, on unimproved rights-of-way, and across public and private lands where appropriate to provide connections between residential areas and activity centers.
2. Enhance access for bicyclists by developing and completing bicycle facilities on designated bikeways within and to activity centers and by adding public bicycle parking where needed.
3. Improve circulation for transit, automobiles and truck traffic by constructing direct interchanges between regional trafficways and major city traffic streets, by improving accessibility to activity centers, and by providing better connectivity of major streets and operations of multimodal intersections.
4. Improve intradistrict and interdistrict transit service in the peak and off-peak periods to serve residential areas, town centers, main streets, and activity centers, particularly those in the Southwest district, and add transit facilities and pedestrian ways to enhance access to transit.
5. Support major institutions in neighborhoods, including Oregon Health Sciences University, Portland Community College, and Lewis and Clark College, by encouraging the provision of high-quality transit service and facilities to serve them; requiring transportation demand management programs to mitigate impacts on neighborhoods, and improving the adjacent and internal pedestrian facilities surrounding and within to enhance access.
6. Reinforce the primary transportation functions of designated scenic drives and parkways.
7. Develop additional pedestrian facilities within the Hillsdale, Multnomah and Johns Landing Pedestrian Districts.



8. Adopt new pedestrian districts and develop pedestrian facilities in Southwest activity centers as area plans are completed and appropriate zoning is adopted.
9. Encourage pedestrian activity and include on-street parking in town centers and along main streets to support their economic vitality.
10. Use a broad range of cost-effective approaches taking into consideration existing topography and drainage patterns and protection of the natural environment when building and maintaining pedestrian ways and streets in Southwest to reflect their varying functions, classifications, and character.
11. Evaluate the transportation impacts on neighborhoods and arterials when changing the development potential of an area.
12. Analyze potential transportation impacts and require appropriate mitigation measures for new development consistent with review processes and provisions of the City Code.
13. Evaluate and test a toolbox of street designs and materials to carry out the Southwest transportation objectives.
14. Improve coordination among bureaus, agencies, and jurisdictions, and seek partnerships to implement Southwest transportation objectives and finance projects.
15. Address safety and congestion concerns through a combination of enforcement, education, and encouragement of legal behavior, emphasizing safety on arterials and both safety and livability on residential streets.
16. Inventory the existing status and condition of the major elements of the transportation system including pedestrian and transit users' safety.
17. Establish goals and benchmarks to measure progress towards street improvement and provision of pedestrian and transit facilities.
18. Take into consideration the existing condition of streets in the vicinity of a site, as well as their planned function, when considering quasi-judicial land use changes that rely on adequacy of services as an approval criterion.
19. Facilitate citizen participation in transportation planning, project prioritization, and project development and implementation including a dynamic dialogue model soliciting input from the broadest possible audience and using the knowledge and resources of Southwest citizens.





20. Support the volunteer efforts of residents, businesses, and organizations in carrying out activities that promote accomplishment of the transportation objectives and enhance the Southwest community.



## Watershed

**Protect and enhance Southwest Portland's environment and natural resources on a watershed by watershed basis. Integrate stormwater management into land use planning and development in a way that prevents net degradation of water quality, aquatic, streamside and riparian habitats and ecosystems, and plant and animal habitats throughout the stream corridor.**

## Objectives

1. Manage stormwater runoff on a watershed-wide basis to:
  - (a) Prevent any net degradation of water quality, aquatic and streamside plant and animal habitats and ecosystems, channel stability, or watershed health.
  - (b) Minimize risk to public safety, private property, and public infrastructure.
  - (c) Reduce the volume, velocity and pollutant load of stormwater runoff entering streams.
  - (d) Improve dry season stream flows, particularly in headwater areas.
2. Integrate stormwater management solutions for individual properties into an overall Watershed Management Plan.
3. Base stormwater management on the following core values: water quality and quantity, aquatic and streamside plant and animal habitats and ecosystems, soil, stream and slope stability, and the scenic, educational and recreational values of Southwest Portland's natural areas and streams.
  - (a) Integrate land and infrastructure planning and development so as to achieve the core values.
  - (b) Enact and strengthen land development regulations, the permit process, and enforcement, consistent with protection of the core values, to achieve City goals.
  - (c) Reflect the core values through improved planning, codes, enforcement, incentives, capital improvement projects, community stewardship, and interbureau and interjurisdictional cooperation.



4. Promote the maintenance and restoration of the urban forest canopy and use of native vegetation in headwater areas, within upland forests, and along riparian and wildlife corridors.
5. Protect the structural stability and riparian conditions of stream corridors, water quality and the needs of aquatic and riparian wildlife and vegetation.
6. Create conditions which support the recovery of threatened, endangered, and other sensitive species and remove streams from water quality-limited listings.
7. Provide incentives, as properties are redeveloped and facilities renovated, for using new technology and management practices to improve degraded streams.
8. Support the Combined Sewer Overflow reduction and other multi-objective projects and encourage “green solutions” - projects that include planting of vegetation - to reduce stormwater, pesticide, fertilizer, and other pollutant runoff into the Willamette River.
9. Integrate floodplain values of the Willamette River with developments and uses along the Willamette Greenway.
10. Promote the restoration and protection of vegetated riparian corridors as a means to restore and preserve water quality and aquatic streamside plant and animal habitats and ecosystems.
11. Protect and restore Southwest watersheds as described in Objectives 1 through 10 above by adopting and enforcing new land use regulations. These new regulations may require the amendment of existing base or overlay zone requirements, or adoption of new development standards or plan districts.
12. Ensure that public facilities are planned and developed in accordance with the Public Facilities policy herein.