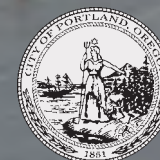


# P O R T L A N D P R E S E N T O R E G O N



CITY OF PORTLAND, OREGON  
BUREAU OF

**Planning**

J A N U A R Y 2 0 0 4



## City of Portland, Oregon

Sources: U.S. Census Bureau, Metro Data Resource Center, City of Portland Bureau of Planning

	1990	2000
<b>Total Area</b> .....	<b>79,790 acres</b>	<b>92,633 acres</b>
<b>Total Population</b> .....	<b>437,319</b>	<b>529,121</b>
<b>Housing Units</b> .....	<b>198,368</b>	<b>237,307</b>
<b>Total Jobs</b> .....	<b>416,741</b>	<b>509,130</b>
<b>Unemployment Rate</b> .....	<b>4.4%</b>	<b>4.0%</b>
		<b>7.8% (2002)</b>

### Racial Composition

White .....	<b>84.6%</b>	<b>77.9%</b>
African-American .....	<b>7.7%</b>	<b>6.6%</b>
American-Indian and Alaska Native .....	<b>1.2%</b>	<b>1.1%</b>
Asian or Pacific Islander .....	<b>5.3%</b>	<b>6.7%</b>

<b>Hispanic Population</b> .....	<b>3.2%</b>	<b>6.8%</b>
----------------------------------	-------------	-------------

<b>Foreign Born</b> .....	<b>7.7%</b>	<b>13.0%</b>
---------------------------	-------------	--------------

### Age Distribution

Under 19 .....	<b>24.5%</b>	<b>23.7%</b>
20 – 34 .....	<b>26.5%</b>	<b>26.0%</b>
35 – 64 .....	<b>34.5%</b>	<b>38.7%</b>
65 and over .....	<b>14.6%</b>	<b>11.6%</b>

<b>Median Household Income</b> .....	<b>\$25,592 (1989)</b>	<b>\$40,146</b>
--------------------------------------	------------------------	-----------------

<b>Market Value of all Property</b> .....	not available	<b>\$59.1 billion</b>
---	---------------	-----------------------

### Stream Miles within the City

Willamette River .....	<b>17.4 miles</b>
Johnson Creek .....	<b>9.3 miles</b>
Columbia River .....	<b>12.1 miles</b>
Total Streams/Rivers .....	<b>273 miles</b>

## **Portland City Council**

Vera Katz, *Mayor*

Jim Francesconi, *Commissioner*

Randy Leonard, *Commissioner*

Dan Saltzman, *Commissioner*

Erik Sten, *Commissioner*

Gary Blackmer, *City Auditor*

## **Portland Bureau of Planning**

Vera Katz, *Mayor*

Gil Kelley, *Planning Director*



**CITY OF PORTLAND, OREGON**  
**BUREAU OF**  
**Planning**

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# Understanding Who We Are Is Necessary Before We Can Decide Who We Want To Become

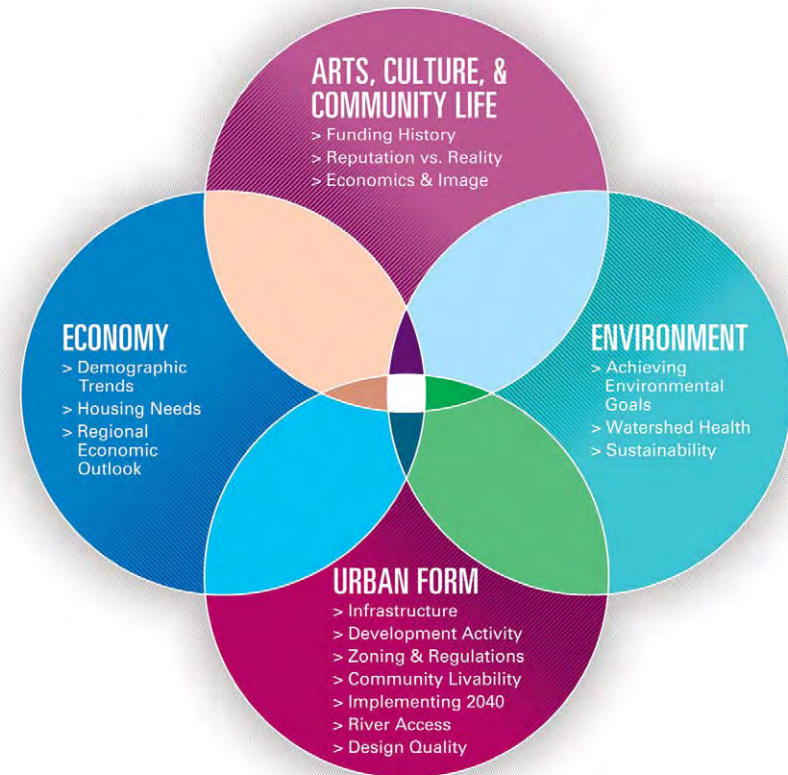
*Portland Present* provides a survey of conditions, trends, and issues facing the City of Portland as it enters the 21<sup>st</sup> century. *Portland Present* is a precursor to a community dialogue about the future direction of Portland. This dialogue is anticipated as part of “Managing for Results,” a process developed by the City Auditor and adopted by City Council. Early in 2004, the Bureau of Planning will release *Portland Futures* to assist in this community dialogue. *Portland Futures* is described in more detail at the end of the introduction. This document, *Portland Present*, is a resource document intended to be a record of the city’s current conditions.

The four spheres in the accompanying diagram provide a framework for understanding the information presented in this report. The diagram illustrates that each sphere influences the other – a healthy economy is related to a healthy environment and a thriving arts and culture scene affects a dynamic urban form.

*Portland Present* looks back on progress made in each area over the past decade by citing information (mostly from the U.S. Census Bureau) on selected indicators. The document also identifies trends that are important to understand when considering new directions. Portland made progress by many indicators during the 1990s, but there is still work to be accomplished. For example, the overall percentage of Portlanders in owner occupied housing increased by three percent, but the rate of homeownership declined for African-American and Hispanic households.

## Audience

This report is for anyone interested in city and regional issues illustrated by the four spheres. It provides an objective look at specific trends that could be used as a resource for community organizations, decision-



makers, public agencies, and students who wish to participate in a community dialogue.

## Report Content

While this report covers a wide range of indicators, it is not an exhaustive list of potential topics. It is a portrait of the city as it exists today. Some of the characteristics described are the result of city government activities, but most are not. Corporations, nonprofit organizations, as well as individuals give shape to the city. This report does not attempt to document all these influences. Detailed information on the city’s processes and

## PORTLAND PRESENT

progress is found in the Auditor's *Annual Service Efforts and Accomplishments* report. Also, this report does not use benchmarks to measure the city, as do the numerous reports produced by the Portland Multnomah County Progress Board. Finally, this report does not describe the universe of facilities managed by the City, such as parks, streets, or utilities. Detailed information is available from individual City bureau reports.

*Portland Present* focuses on the four spheres and attempts to either provide data over a period of time to show possible trends or provide comparisons to national averages and comparable cities in the U.S. In many instances, particularly for indicators of environmental well being, data over time is less available. Also, all of the data reported is collected from other sources. Therefore, the reliability of the data depends on the original sources. In most cases, an in-depth analysis of the data limitations is not available in this report but it is intended that this analysis becomes part of the community dialogue.

In addition, this report does not suggest possible solutions to identified problems. Instead, each section focuses on a specific trend or condition, starting with population trends and finishing with development patterns and indicators of neighborhood satisfaction. *Portland Present* attempts to illustrate the interrelationships among the various topics for further discussion.

The first section, Demographics, describes conditions affecting people, poverty, jobs, and the economy. The data used are largely gathered by the U.S. Census and are consistently tracked through the decades. The following sections report on subjects ranging from housing to the environment, with the data coming from a variety of sources. Following the sections reporting on data is a brief discussion of the process used to create this document, why certain topics were chosen for research, and where staff looked for assistance. The report concludes with an appendix of source materials to assist the reader in further research and allow for a consistent comparison in future data collection efforts.

### **Portland Futures**

*Portland Present* provides contextual information and background for the *Portland Futures* effort initiated by the Bureau of Planning. *Portland Futures* seeks to begin a dialogue with Portlanders about what they want Portland to be in 20 to 30 years. While the end result of this work should

have significant influence on the Bureau of Planning's work program during the next few years, the direction stemming from this dialogue will have long-term impacts on Portland's future.

The evidence suggests that Portland has an opportunity to establish a recognized global identity. This identity builds on the economic, demographic, and cultural changes that have occurred here over the last two decades. These changes have given Portland strategic advantages that can be enhanced in the near future to achieve the community's long-term goals of economic development and livability. Portland's identity is built on the planning, coordination, and implementation activities over the last 30 years by the State, region, and City. These past development decisions have given Portland an enviable reputation as a livable city set in an enticing region of the world. The four themes suggested here are intended to maintain and develop Portland's reputation while facing the global and regional challenges of the future.

### **The Four Themes of Portland Futures**

**GLOBAL AND REGIONAL CITY:** Portland has always had a role that was both global and regional, but it is an always-evolving role that cannot be taken for granted. Portland has the opportunity to leverage the advantages and overcome the shortcomings if the City is to continue to evolve and provide a livelihood for those who live here.

**INNOVATIVE AND CREATIVE CITY:** Portland looks to a future as a creative, vibrant metropolis that fosters artistic expression, innovation, and pioneering ideas.

**GREEN CITY:** Portland seeks an urban place in harmony with the land, its watersheds and the life they support. It operates under sustainable principles and trades its green products and expertise with the world.

**CITY OF VARIETY AND CHOICE:** The region's vision will create and embrace a wide variety of local urban places. The city provides first choice homes and neighborhoods for the broadest array of lifestyles.

The Bureau of Planning believes that its work in the next three to five years must define and support clear directions for Portland. In suggesting these four themes, the Bureau is presenting a strategic framework to be reflected in both the Bureau's work program and in the work of other participating bureaus and agencies.



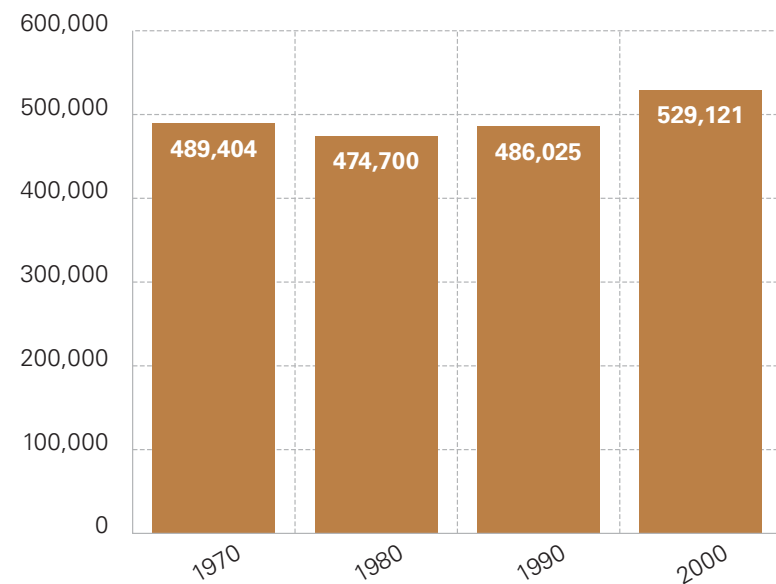


The City of Portland has experienced consistent growth since the 1980s through annexations, migration, and natural growth.

The metropolitan area has gained nearly a million people since 1970.

#### **Population Growth, 1970–2000**

Source: U.S. Census



The graph shows Portland's population has grown through immigration and natural growth, as well as annexation, when the city boundaries are held constant using current 2000 city boundaries.

## POPULATION

The following pages document a number of important trends in Portland and the region. These trends include: impressive population growth during the 1990s, the dramatic increase of Hispanic populations, the shift from family to nonfamily households within the city, the decline in the number of households with children, the overall decline in median household size, and the shift in the median age of residents in Portland neighborhoods. Also mapped is projected population growth for the region in the year 2020.

### Population

After a consistent loss of population in the city during the post World War II decades, Portland has grown steadily since 1980 when tracking the population within the current boundaries of the city. The following map



shows which areas of the region are gaining the most people and which areas lost population in the 1990s.

Since the 1970s, married family households have declined in both absolute numbers and as a percentage of population in the city.

During the 1990s, Portland also experienced a significant change in population composition. Whites have declined slightly as a percentage of the population, and there was a large rate of increase in Hispanic and Asian households. The growth in Hispanic households dramatically

exceeded estimates as shown in the charts on page 7. According to the Multnomah County Health Department, between 1990 and 2000 the number of births by Multnomah County resident Hispanics increased 242 percent (404 to 1,380), while the percentage of non-Hispanic Whites decreased 16 percent (7,595 to 6,375).



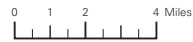
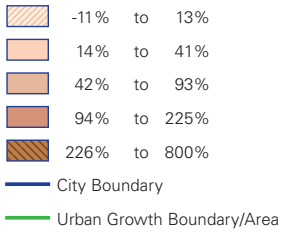
The average size of Portland households has also changed. Many inner city neighborhoods are declining in population. However, this decline is not a result of a decline in the number of housing units (stemming in the past from the demolition of older homes with little redevelopment), but is due to a long-standing decline in average household size. So, while household size is decreasing, the number of households is increasing.

Interestingly, several inner city neighborhoods have seen a decline in the percentage of families with school-aged children, but have also seen a decline in the overall median age of residents during the last ten years. This supports several findings that these neighborhoods have become attractive to young adults, single or married, who have delayed child rearing or have chosen not to have children. Elderly adults also make up a smaller share of these neighborhood residents, as many have retired to other communities.

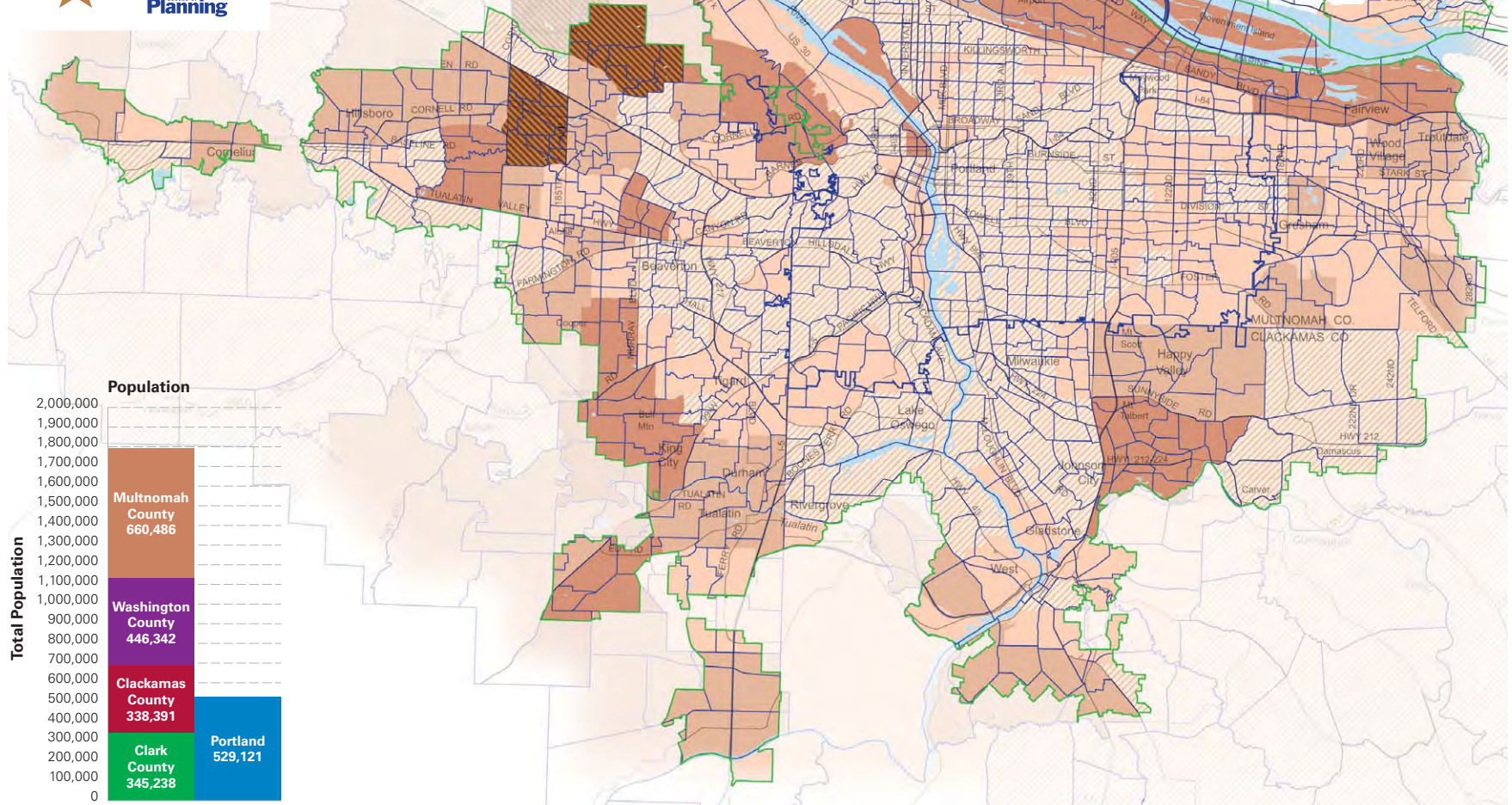


## PERCENT CHANGE IN REGIONAL POPULATION BY CENSUS TRACT 1990-2000

Source: U.S. Census



The most significant growth in the region continues to occur at the periphery of the urbanized area. Clark County, WA has also experienced significant growth. The River District of downtown Portland has added many new residents as the area transitions from industrial to residential uses.

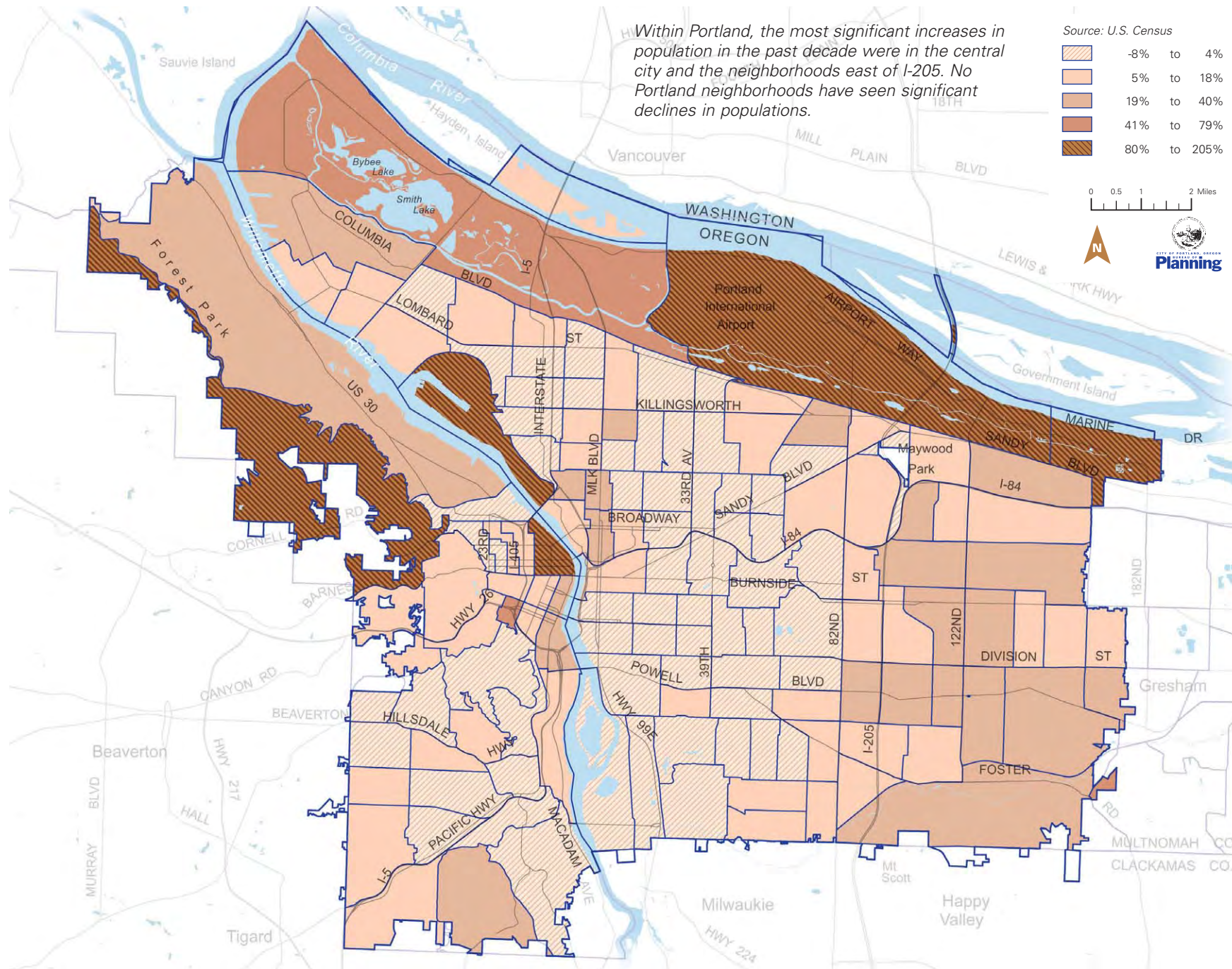
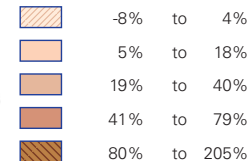




# PERCENT CHANGE IN POPULATION BY CENSUS TRACT 1990-2000

Within Portland, the most significant increases in population in the past decade were in the central city and the neighborhoods east of I-205. No Portland neighborhoods have seen significant declines in populations.

Source: U.S. Census

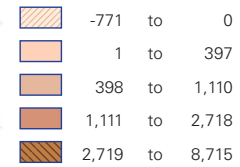




# Demographics

Source: Metro Data Resource Center  
(Traffic Analysis Zone)  
(Numbers of individuals)

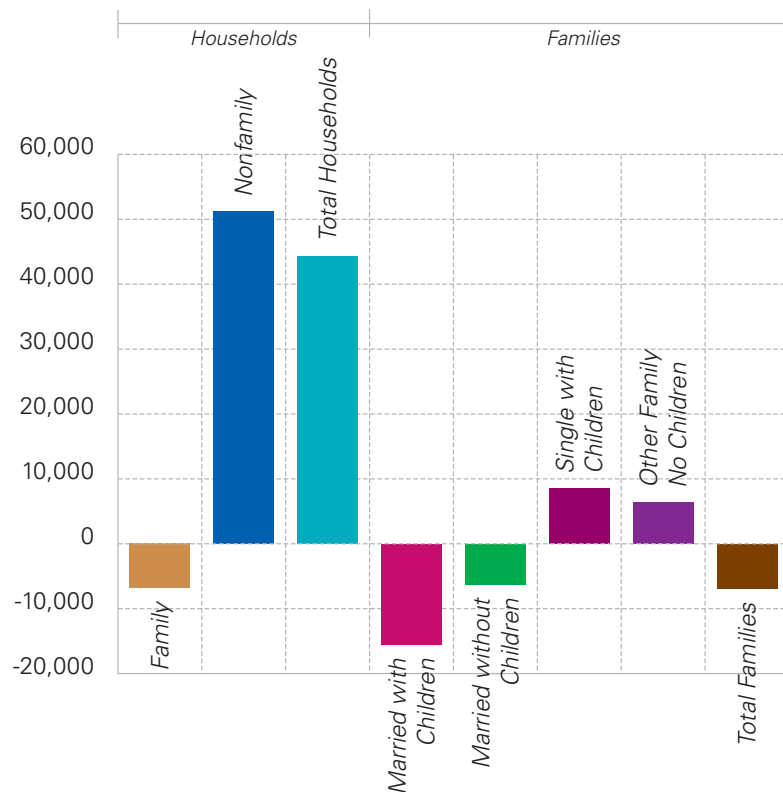
1340 } Projected Numeric  
Change



## POPULATION

### Change in Families by Type, 1970–2000

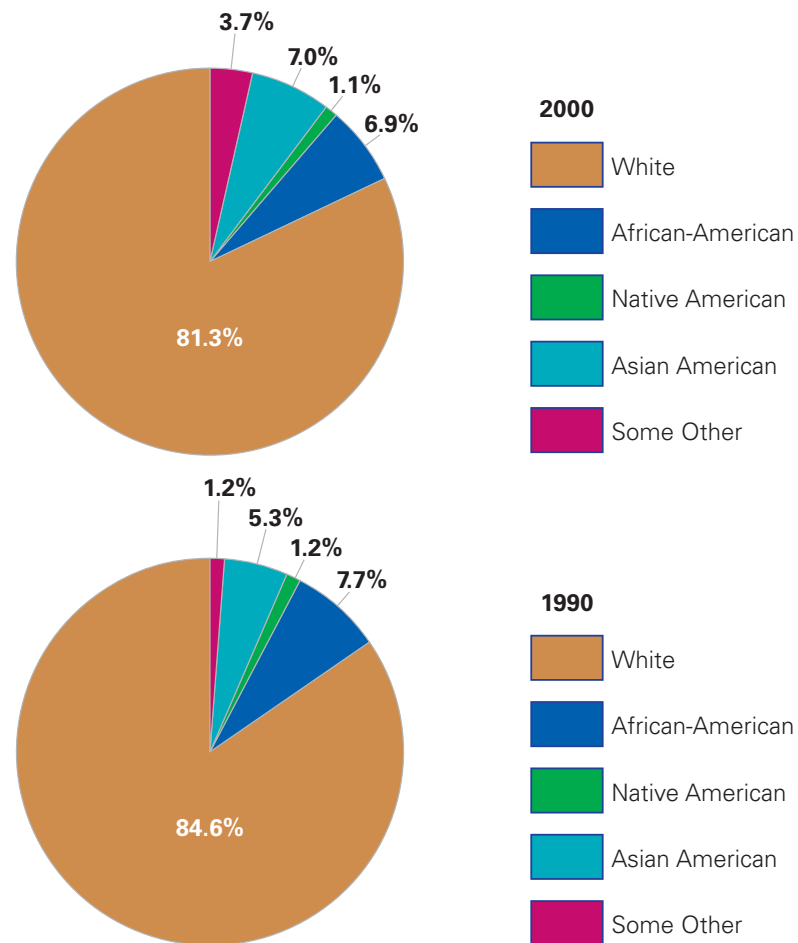
Source: U.S. Census



Between 1970 and 2000, married family households have experienced absolute declines in the city.

### Population Composition

Source: U.S. Census



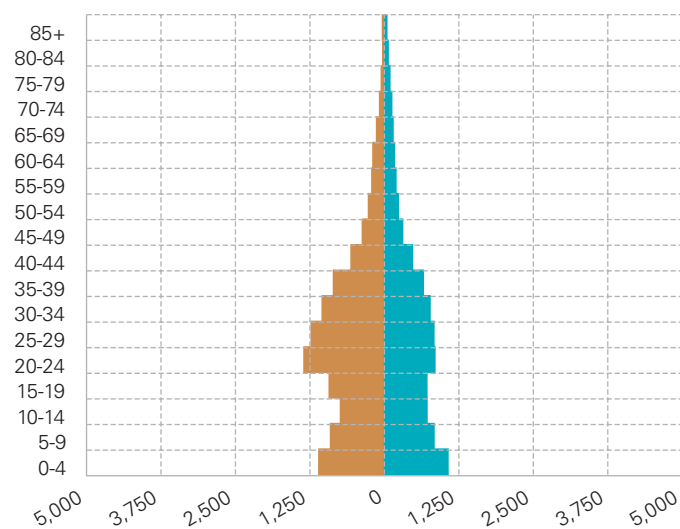
### Change in Composition of Major Racial Groups.

The African-American population held steady while the Asian-American population experienced significant growth. The biggest news is the growth of the Hispanic population (see population chart on next page).

## Multnomah County Hispanic Population, 1990–2000

Source: U.S. Census

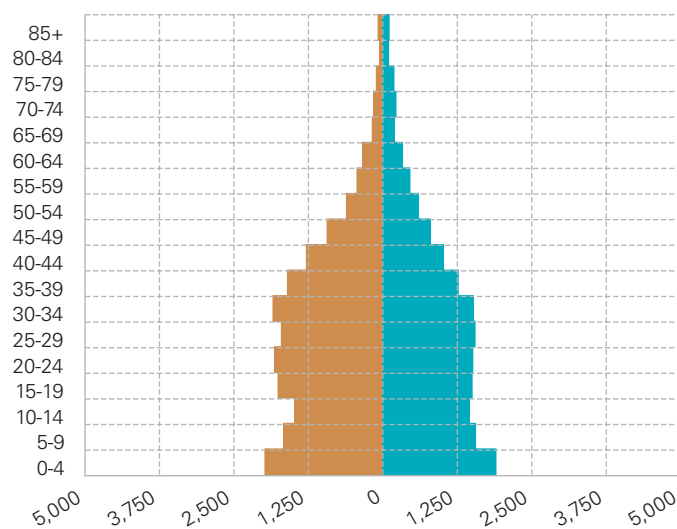
### 1990 Actual



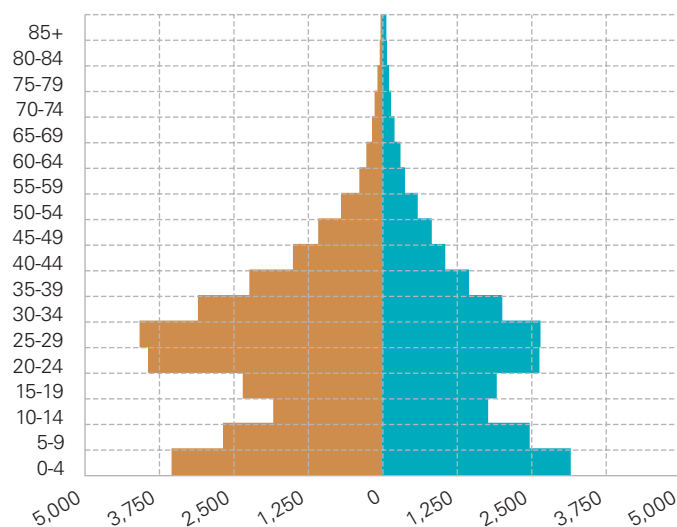
Male  
Female

*This chart shows the unexpected (and underestimated) increase in Hispanic households from 1990-2000.*

### 1999 Estimated



### 2000 Actual



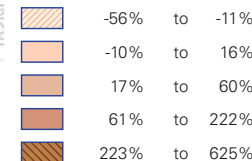


# PERCENT CHANGE IN HOUSEHOLDS WITH CHILDREN UNDER 18 BY CENSUS TRACT 1990-2000

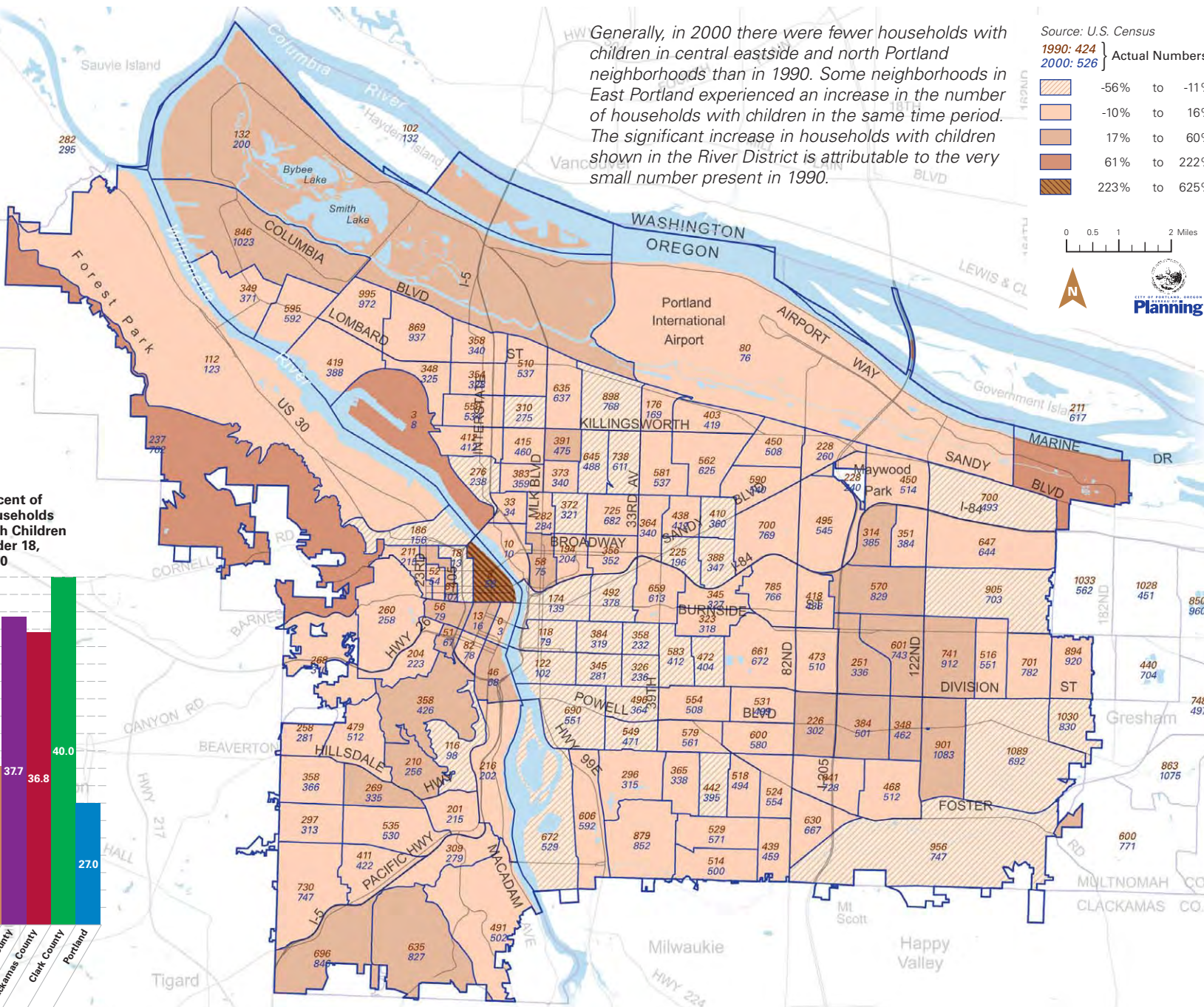
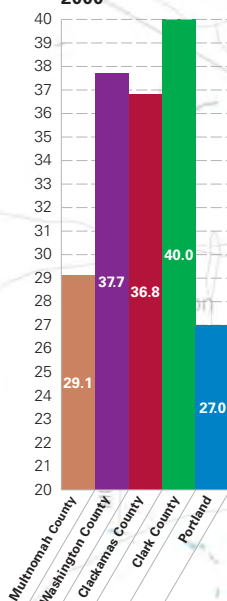
Generally, in 2000 there were fewer households with children in central eastside and north Portland neighborhoods than in 1990. Some neighborhoods in East Portland experienced an increase in the number of households with children in the same time period. The significant increase in households with children shown in the River District is attributable to the very small number present in 1990.

Source: U.S. Census

1990: 424 } Actual Numbers  
2000: 526 }

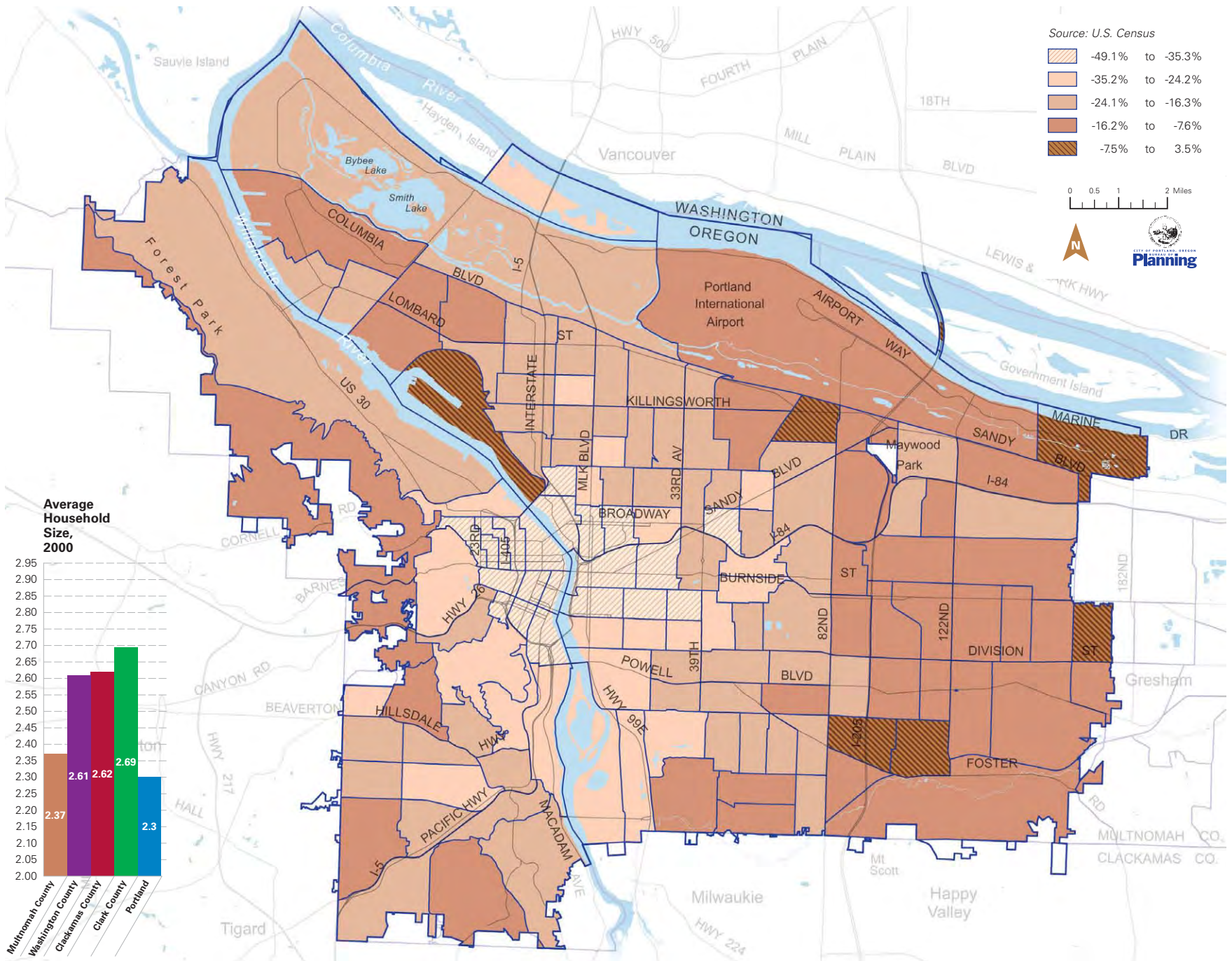


Percent of Households With Children Under 18, 2000





# PERCENT CHANGE IN HOUSEHOLD SIZE BY CENSUS TRACT 1990-2000

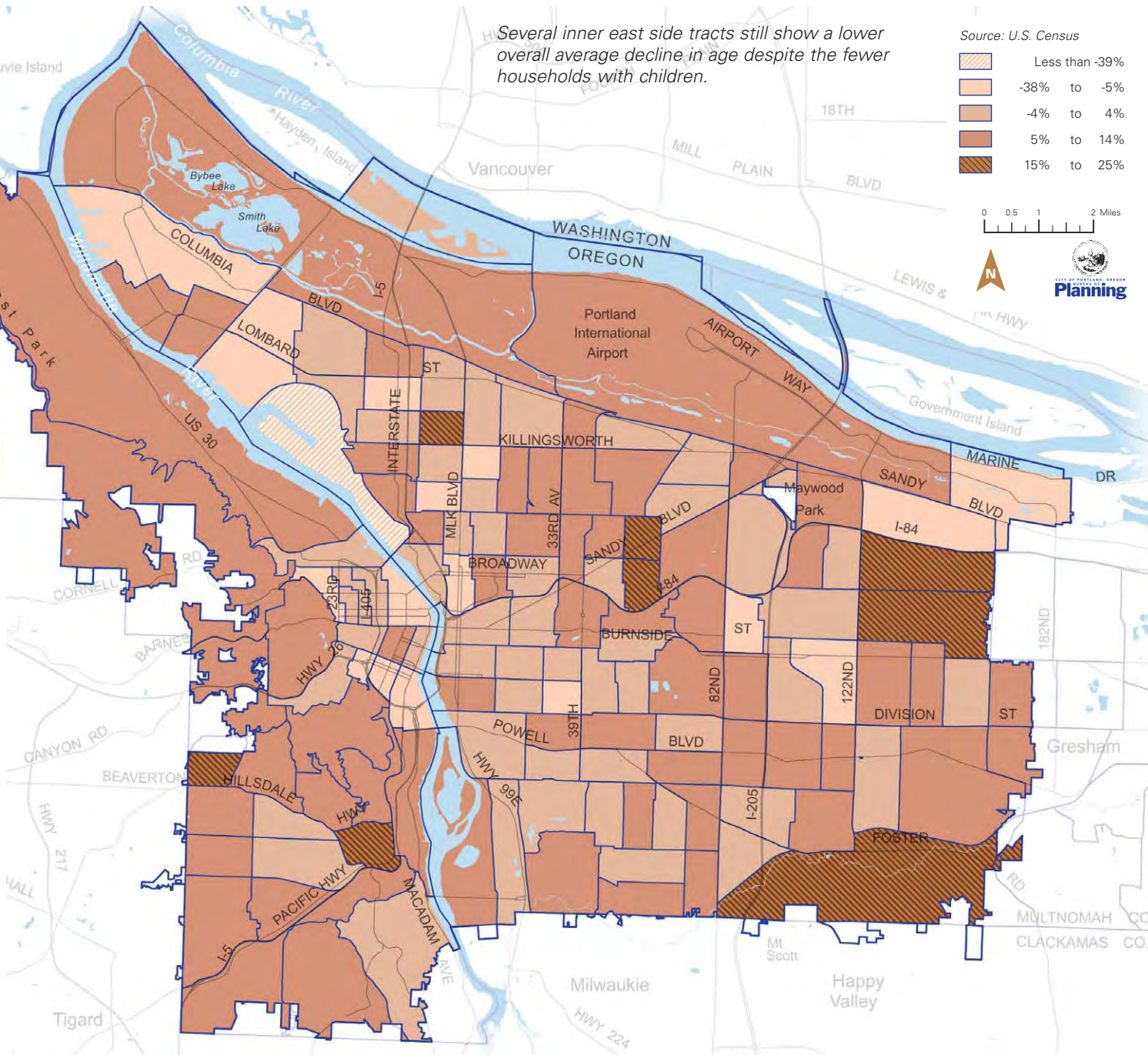
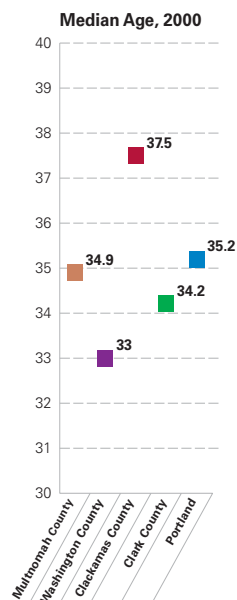
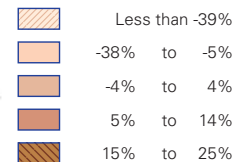




## PERCENT CHANGE IN MEDIAN AGE BY CENSUS TRACT 1990-2000

Several inner east side tracts still show a lower overall average decline in age despite the fewer households with children.

Source: U.S. Census





Personal incomes rose in the 1990s.

The percent of people living in poverty remained relatively constant.

## INCOME & POVERTY

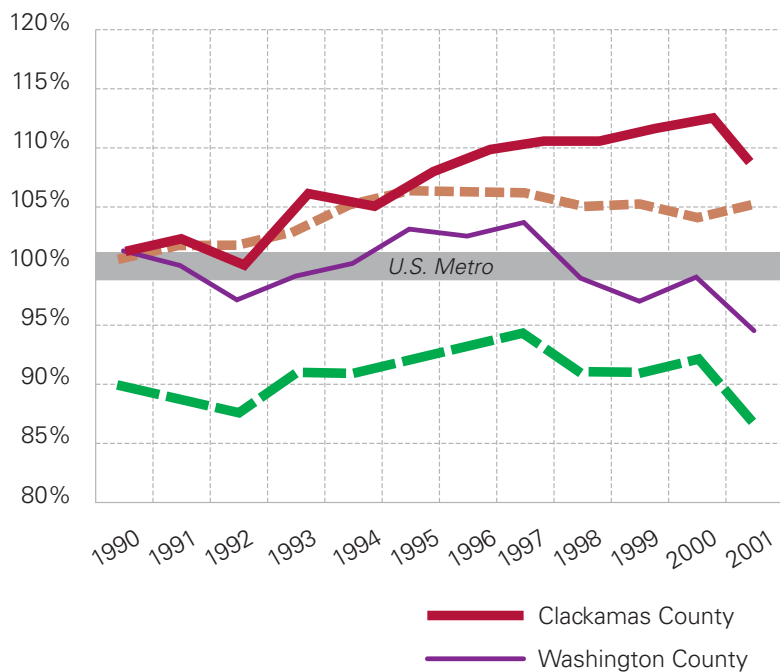
**A**s a result of economic expansion in the 1990s, the average personal income in Portland exceeded the national average. Despite this strong growth, the total number of people living in poverty increased in many Portland neighborhoods, particularly in east Multnomah County as well as in inner ring suburbs west and east of the city. Overall, however, the percentage of total city population living in households below the poverty line declined slightly from 14 percent in 1990 to 13 percent in 2000. Of more concern are the

findings that a larger share of persons in poverty are made up of children under the age of 18.

City staff and members of the community identified a perceived shift in poverty from the north and northeast areas to farther east and southeast. The data do not support a physical shift in poverty; rather poverty is becoming more dispersed throughout the city and the metro area. Relative status (as measured by income) among various neighborhoods has not radically shifted.

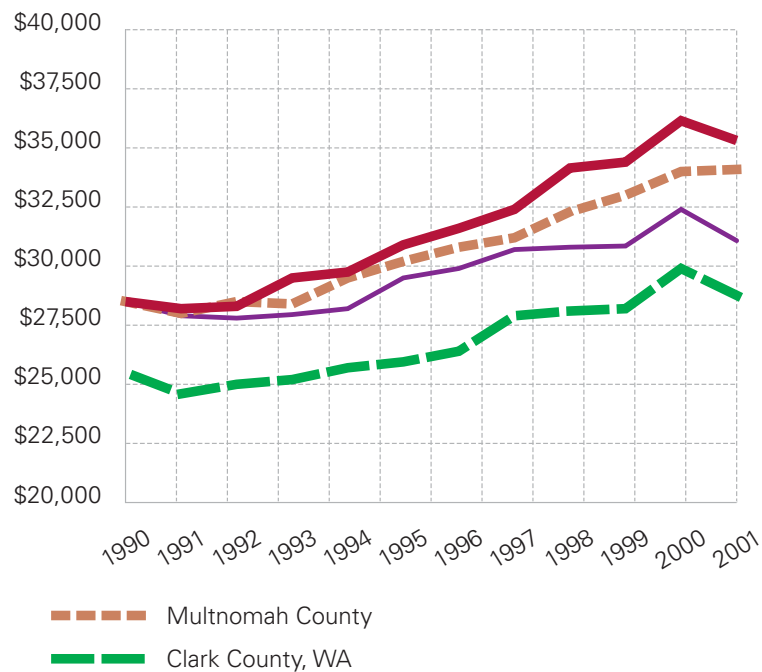
### Per Capita Income

*Regional County Comparisons as a percent of U.S. Metro Average*  
Source: U.S. Bureau of Economic Analysis



### Per Capita Income

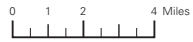
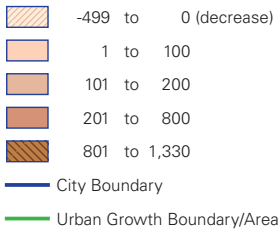
*Regional County Comparisons*  
Source: U.S. Bureau of Economic Analysis





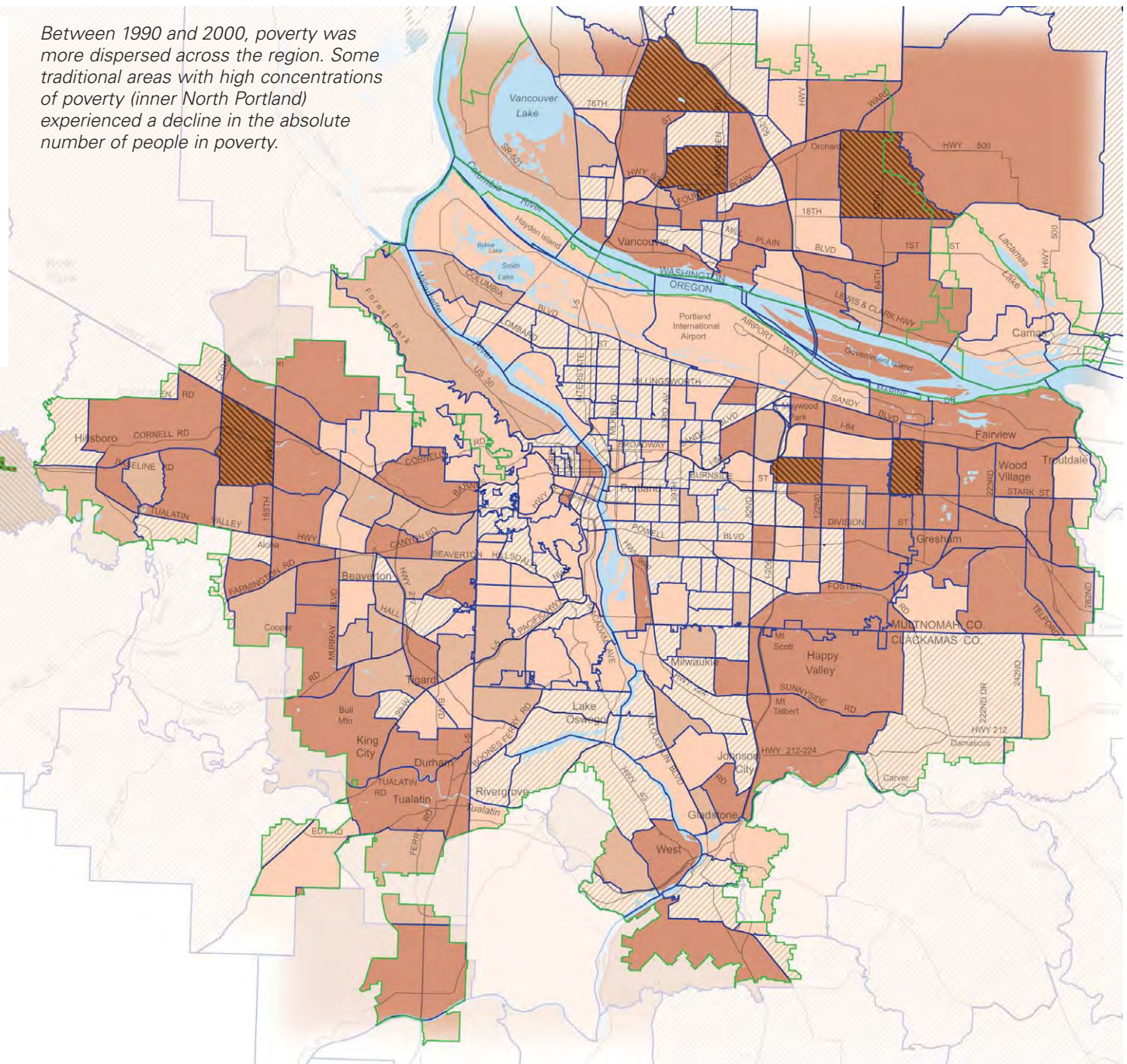
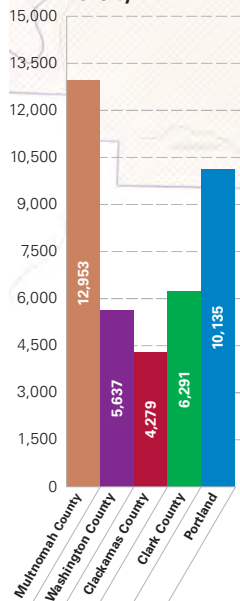
## NUMBER CHANGE OF PEOPLE LIVING IN POVERTY BY CENSUS TRACT 2000

Source: U.S. Census



Between 1990 and 2000, poverty was more dispersed across the region. Some traditional areas with high concentrations of poverty (inner North Portland) experienced a decline in the absolute number of people in poverty.

Families in Poverty

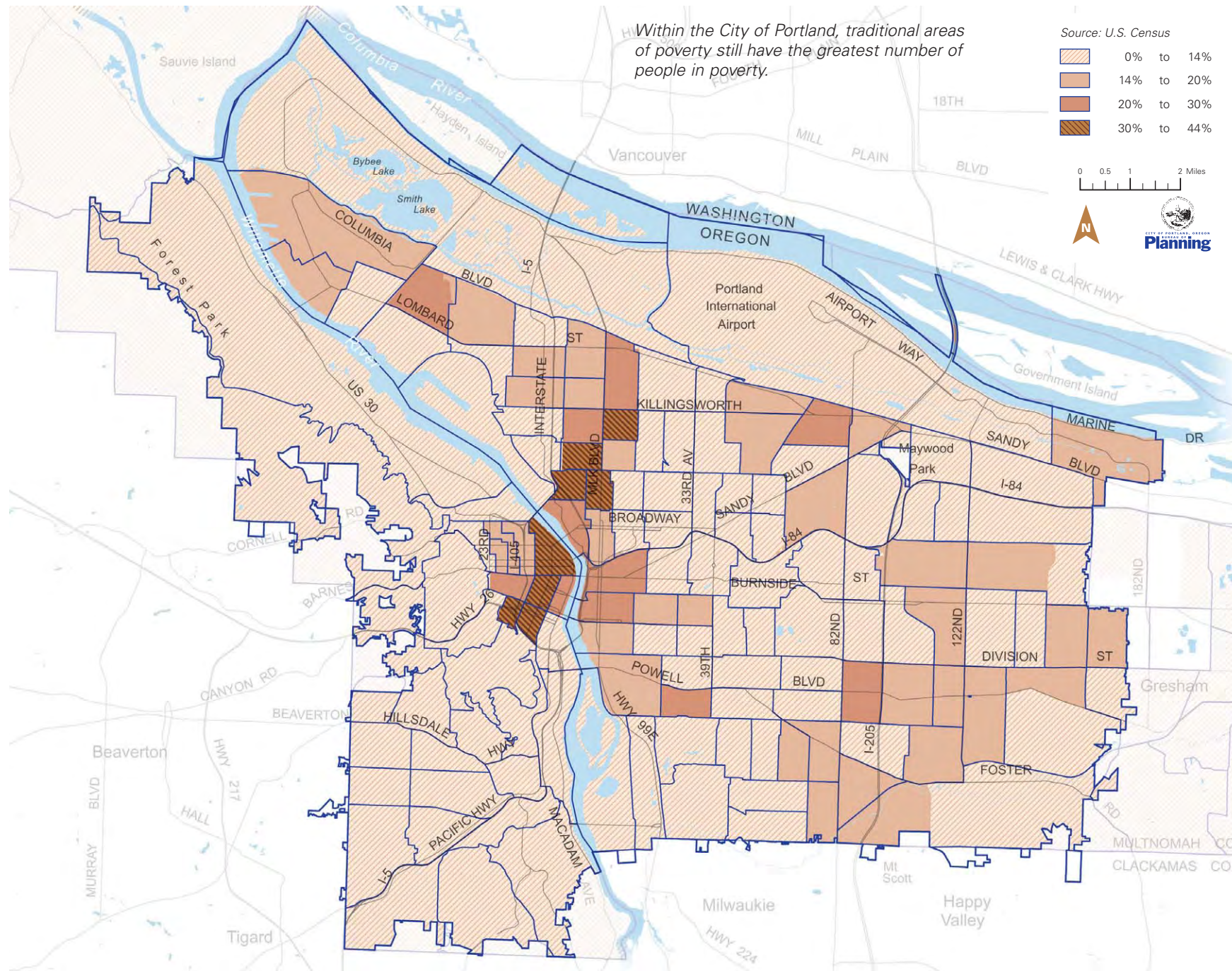
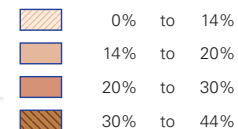




# PERCENT OF PEOPLE BELOW POVERTY LEVEL BY CENSUS TRACT 2000

Within the City of Portland, traditional areas of poverty still have the greatest number of people in poverty.

Source: U.S. Census

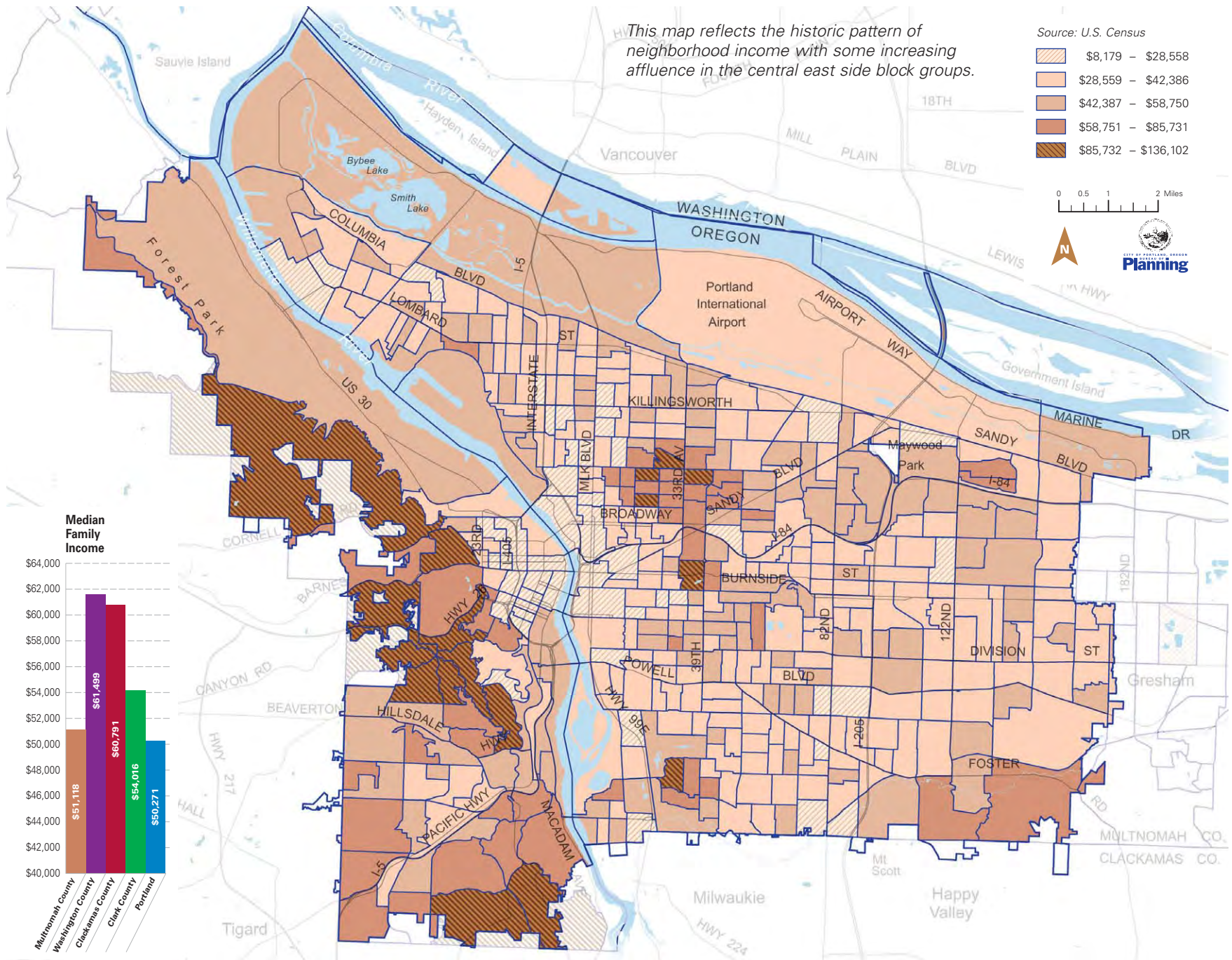
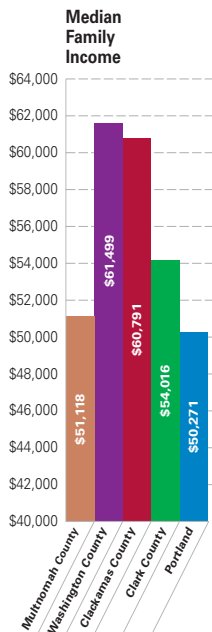
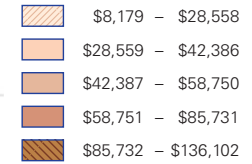




## MEDIAN HOUSEHOLD INCOME BY BLOCK GROUP 2000

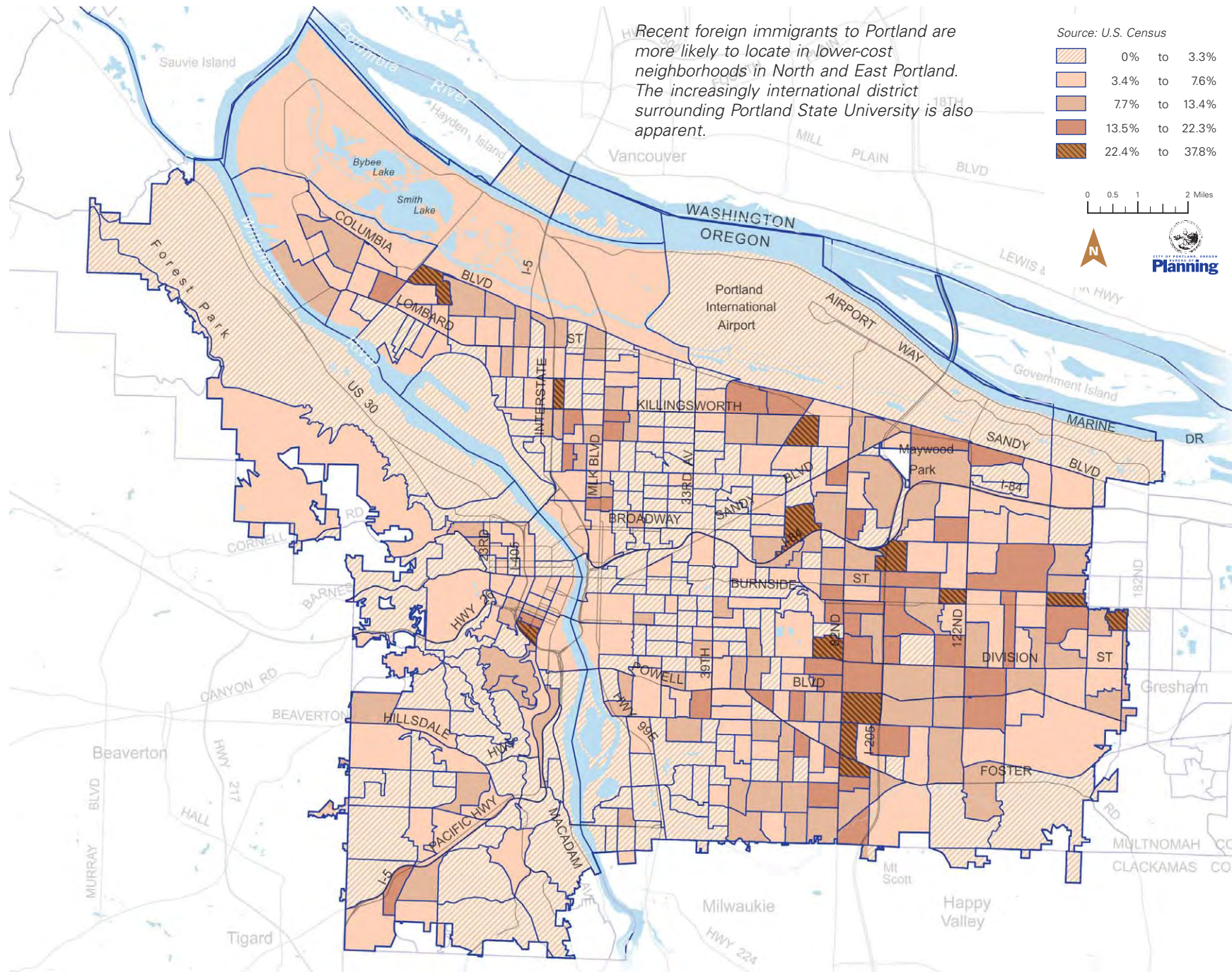
This map reflects the historic pattern of neighborhood income with some increasing affluence in the central east side block groups.

Source: U.S. Census





# PERCENT CHANGE IN FOREIGN IMMIGRANTS BY BLOCK GROUP 1989-1999

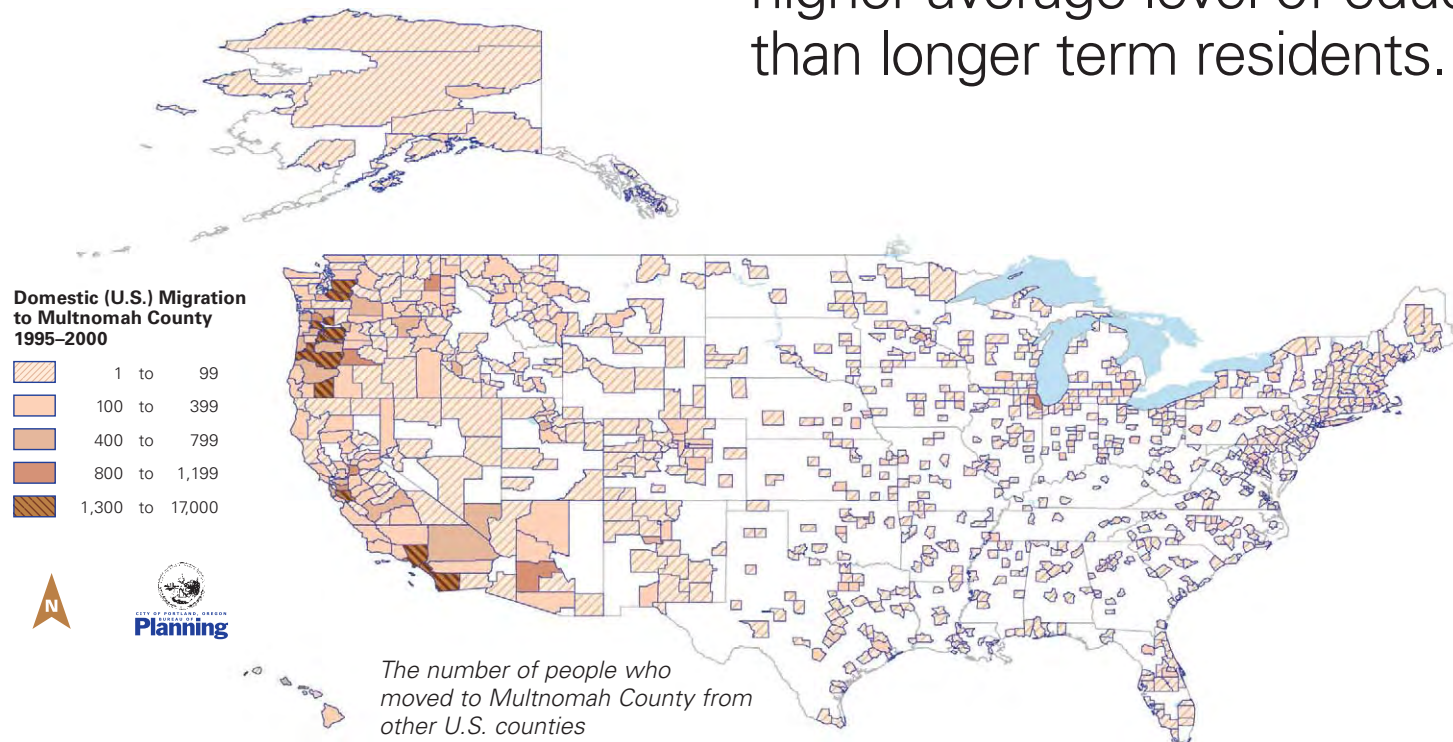






Continuing a historic trend, the 1990s were characterized by a high level of residential mobility within Portland.

New arrivals to Portland have a higher average level of education than longer term residents.

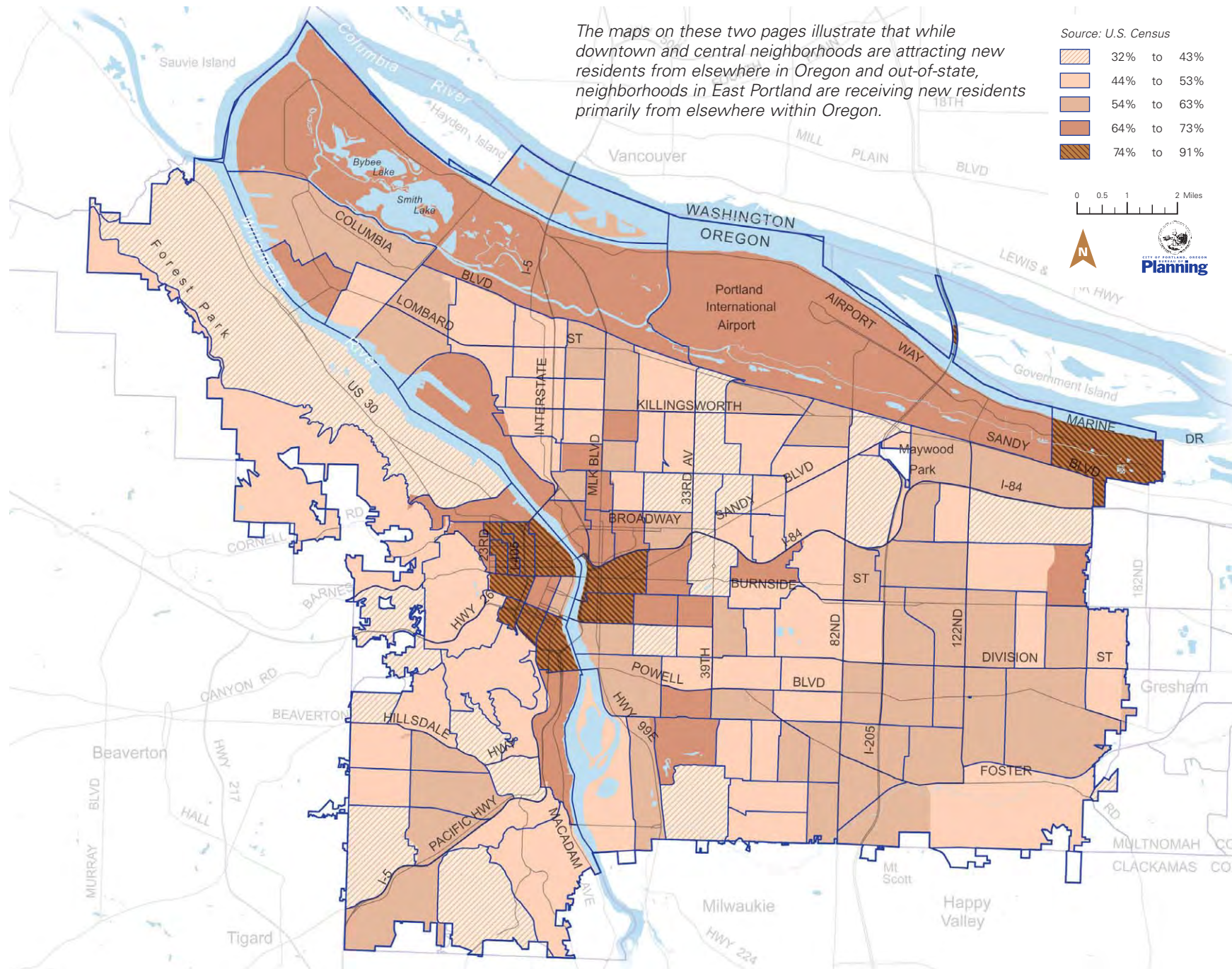
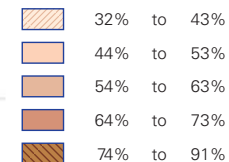




# PERCENT OF MOVERS FROM INSIDE OREGON TO CENSUS TRACTS SINCE 1995

The maps on these two pages illustrate that while downtown and central neighborhoods are attracting new residents from elsewhere in Oregon and out-of-state, neighborhoods in East Portland are receiving new residents primarily from elsewhere within Oregon.

Source: U.S. Census





## Demographics

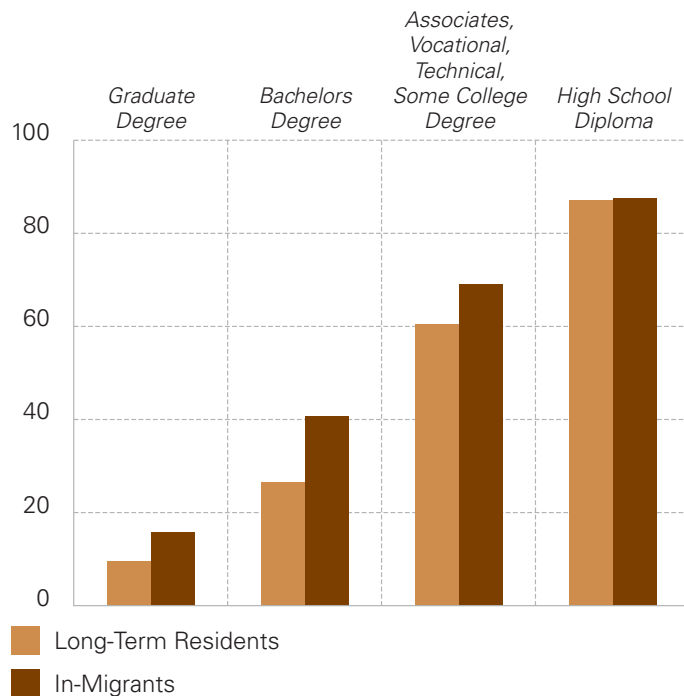


## EDUCATIONAL ATTAINMENT

The previous pages show that residents of Portland are highly mobile. Even well established neighborhoods with higher levels of home ownership showed a surprisingly high turnover. People move for a variety of reasons (moving because of more or fewer children in the house, moving up because of increasing household income, moving to be closer to work, or simply moving for the sake of change). Many renters have moved when their increasingly valuable houses were sold. People arriving from outside the state to the city tend to locate in the central city or inner neighborhoods. The map of the U.S. on page 17 shows the counties from which people are moving to Portland.

### Educational Attainment

Source: 1998 American Community Survey



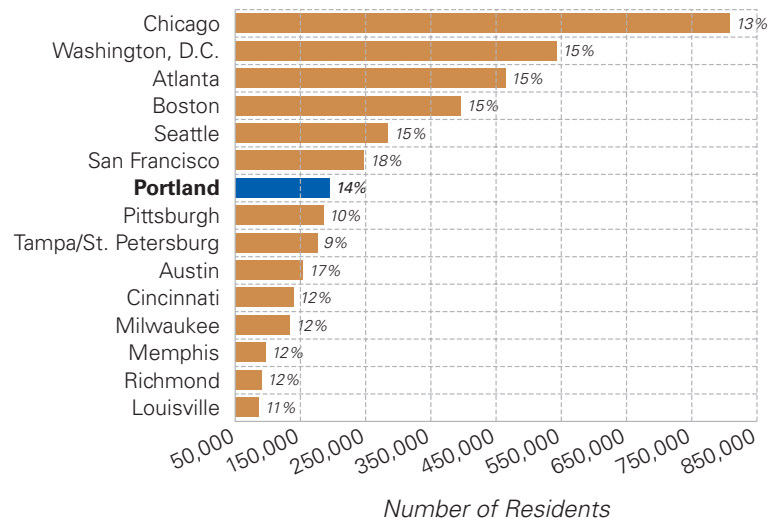
### Educational Attainment

On average, Portland is becoming more educated. The following map shows that the majority of Portland neighborhoods have increased their percentage of people with a bachelors degree or higher. Part of this trend is explained by the educational attainment of people choosing to move to Portland from elsewhere. The chart shows the difference in educational attainment between long-term residents and recent in-migrants. In-migrants, on average, have a higher level of educational attainment. This trend is due to a number of desirable characteristics that attract young and well-educated people. See the Arts and Culture section for a more detailed discussion.

### Residents with Some College Education

Number and percentage of population of selected metropolitan areas (residents ages 25-34)

Source: Analysis of Census Bureau data by Paul Overberg, USA Today





# Demographics



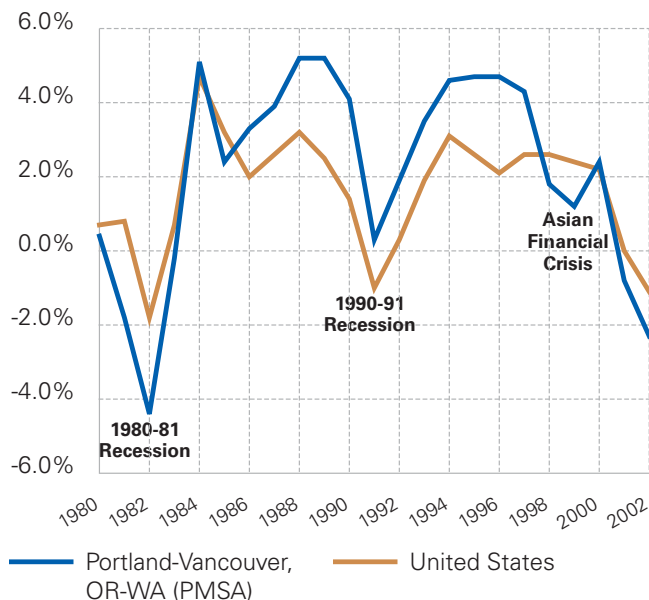






**Annual Job Growth Rates:  
Portland Primary Metropolitan Statistical Area (PMSA)  
and U.S., 1980–2002**

Source: Oregon Employment Department



As measured by the *Wall Street Journal*, the Portland metropolitan region has the 23rd largest economy in the U.S. — \$88.6 billion.

In the 1990s, economic growth in the region exceeded the national average in most sectors.

Manufacturing accounted for a significant portion of the region's growth, providing high-wage jobs but resulting in a more volatile regional economy.

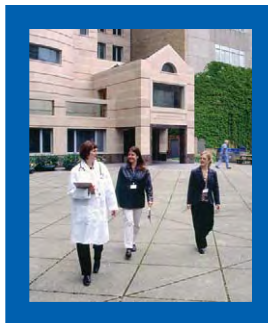
The distribution of goods, the information industry, and finance sectors are well established in Portland.

## PORTLAND'S ECONOMY

The following pages document selected trends in the city, regional, state, and national economy. Included is an attempt to measure how innovative the region is by — reporting on patent activity, comparing city job growth relative to suburban job growth, analyzing potential industries of the future, and illustrating the global dependence of Portland's economy.

### Job Growth

Since 1970, the region experienced strong growth in employment within all sectors of the economy. In the 1990s, manufacturing declined in the nation, but the Portland region experienced more than a 25 percent gain in employment in the manufacturing sector. In the past, the region's diversity among sectors has provided insulation against the most cyclical extremes of the national economy. In the 1990s, the region was more subject to national trends as shown in the comparison of economic cycles between Portland and the nation. The annual job growth rate chart on page 23 also illustrates that Portland's economy is closely tied to the national economy.

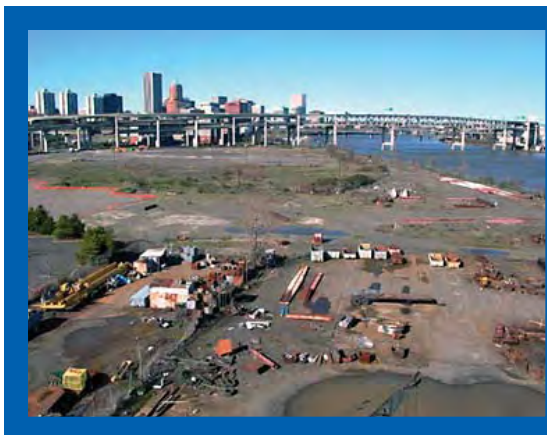


### Where Portland Stands

During the prosperous 1990s, the City invested considerable resources in public infrastructure, including public transit improvements, street repairs, parks and open space purchases, and library construction and renovations. Many of these improvements were funded by general fund surpluses, tax increment financing, federal grants and special purpose levies passed by Portlanders.

However, the current economy highlights many vulnerabilities. Portland has continued to lose headquarter status of many national companies. The increasing share of manufacturing jobs has made Portland more susceptible to a cyclical economy. The lack of a top tier research university directs much public and private funding elsewhere.

According to the latest in a series of reports by the St. Louis East-Gateway Coordinating Council, which measures the relative political, social, and economic well being of 34 of the nation's largest metropolitan areas, the Portland regional economy exhibits an uneven performance in terms of statistical rankings during the late 1990s.



### Patents

The Portland region more than doubled the number of patents issued during the 1990s. The region ranks in the top 30 metropolitan areas for patents, but pales in comparison to the large research centers in San Jose, Boston, and Chicago.





**Portland scores high:**

- Manufacturing job growth (7th)
- Unemployment rate (5th)
- African-American owned businesses (2nd)
- Women owned businesses (6th)

**Portland scores in the middle:**

- Overall job growth (16th)
- New Economy Index (14th)
- Number of patents issued (17th)
- Gross value of exported goods (10th)

**Portland scores low:**

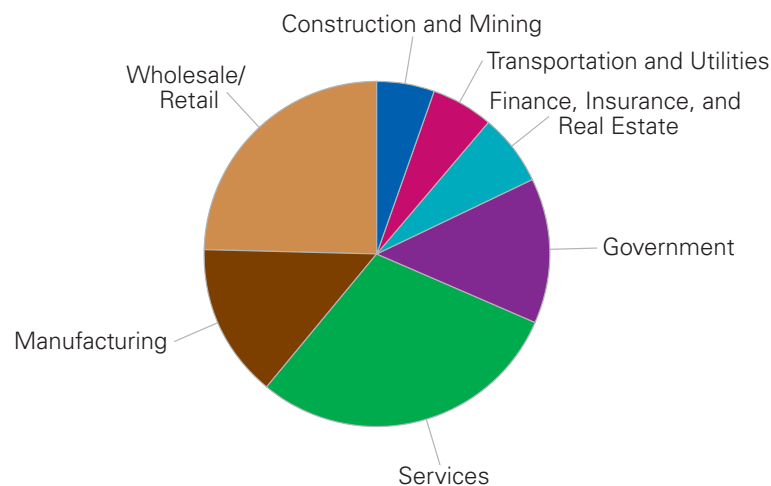
- Average earnings per job (31st)

**Comparisons among 34 metropolitan areas**

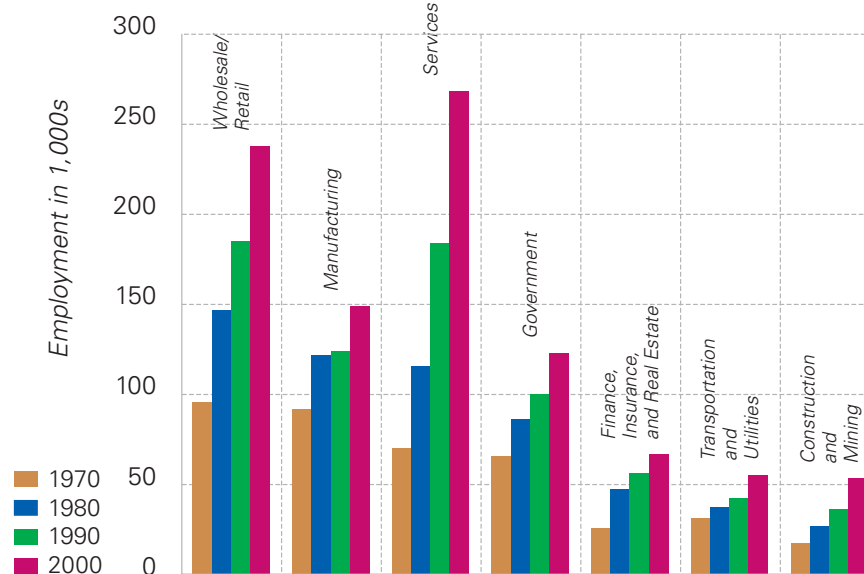
- Ranked 16th in percent increase in job growth from 1996–2000
- Ranked 7th in percent increase in manufacturing employment 1996–2000
- Ranked 31 in earnings per job (average in dollars) 1999
- Ranked 5th in average unemployment rate 1997–2001
- Ranked 11th in growth in business establishments (percentage change) 1996–1999
- Ranked 2nd in firms owned by African-Americans (per 100,000 African-Americans) 1997
- Ranked 6th in firms owned by women (per 100,000 women) 1997
- Ranked 30th in growth in gross metropolitan product (percent change per capita) 1997–2000
- Ranked 28th in gross metropolitan product (per capita in dollars) 2000
- Ranked 18th in ratio of bank loans to deposits 2001
- Ranked 17th in number of utility patents granted 1999
- Ranked 10th in foreign export of goods (in millions of dollars) 1999
- Ranked 14th in New Economy Index 2001

**Employment by Industry, 2002**

Source: Oregon Employment Department

**Employment by Industry, 1970–2000**

Source: Oregon Employment Department



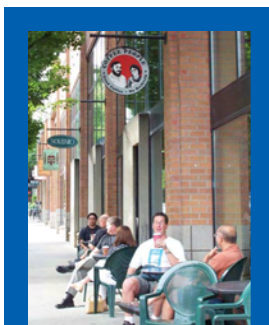
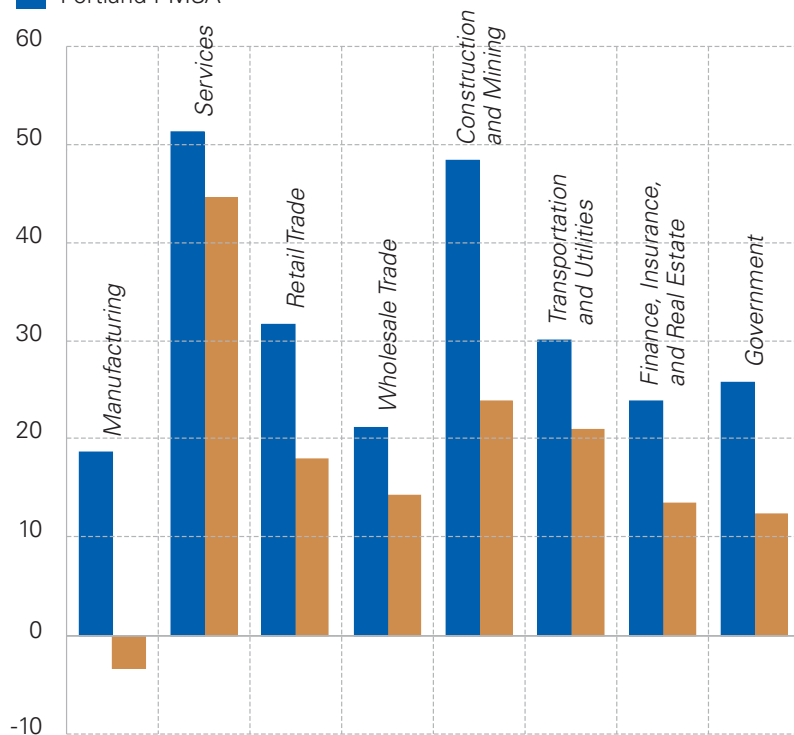
# G R O W T H

## Employment Growth by Industry 1990–2000

Source: Oregon Employment Department

■ U.S.

■ Portland PMSA

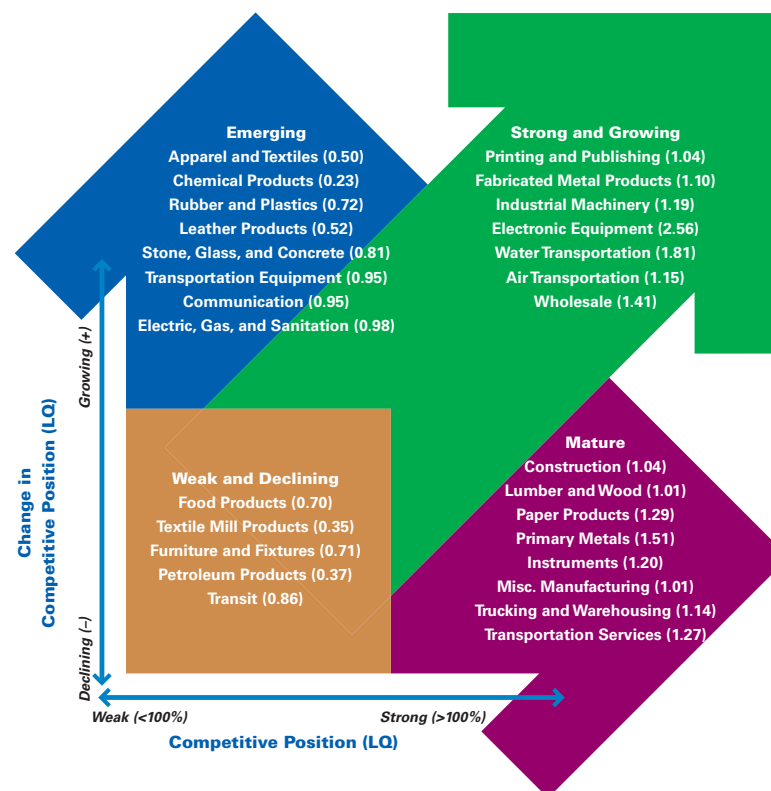


**PMSA includes the cities of Portland and Vancouver (Clackamas, Clark, Columbia, Yamhill, Multnomah, and Washington Counties)**

## Potential Growth Clusters

Source: Portland Harbor Lands Study

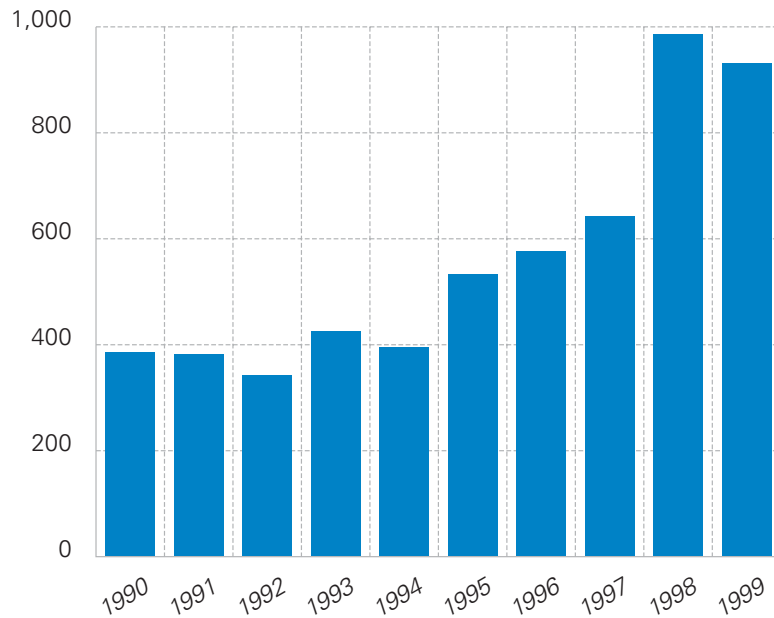
Cluster analysis identifies economic sectors at varying stages of their “life spans” and helps determine which industries to nurture as future job generators.



### Patents Issued: Portland-Vancouver PMSA

Source: U.S. Patent and Trademark Office

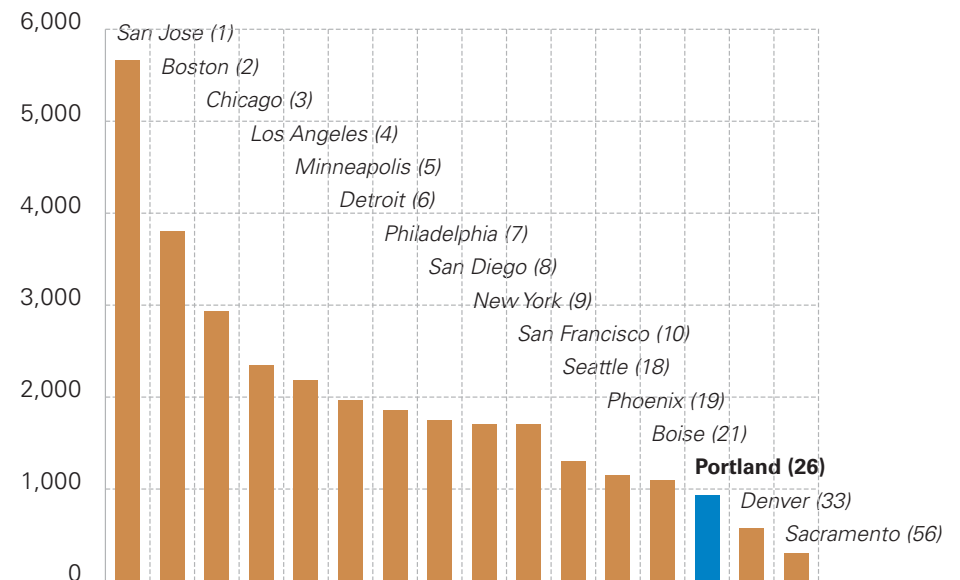
During the last ten years, the number of local patents issued more than doubled.



### Ranking of Selected Cities by Patents Issued, 1999

Source: U.S. Patent and Trademark Office

By 1999 Portland was among the top 30 metro areas, but still fell short of the country's major centers of inventive creativity.





# INCOME, WAGES, JOB GROWTH

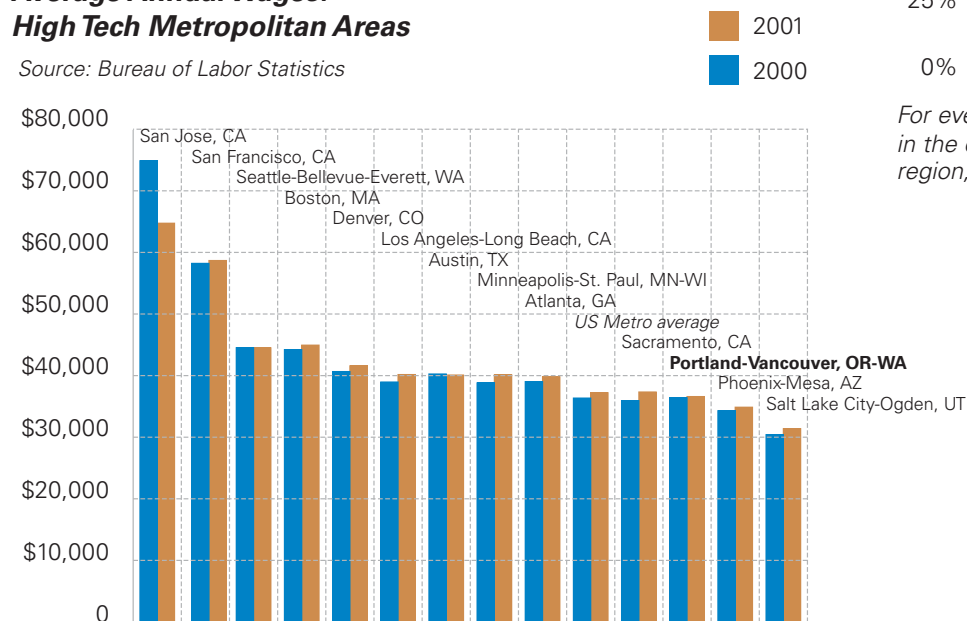
## Sources of Household Income: Various Areas, 2000

Source: U.S. Census

Percent of Households Receiving:	Portland	Rest of the PMSA	Oregon	U.S.
Wage, Salary and self-employment income	82.9%	84.2%	80.4%	81.1%
Social Security Retirement Benefits	21.6%	21.7%	26.8%	26.2%
Other Retirement Income	13.2%	15.5%	16.9%	16.9%
Supplemental Social Security	3.5%	2.3%	3.4%	3.8%
Cash Public Assistance	2.7%	1.9%	2.9%	2.6%
Food Stamp Benefits	8.2%	5.2%	8.1%	6.1%

## Average Annual Wages: High Tech Metropolitan Areas

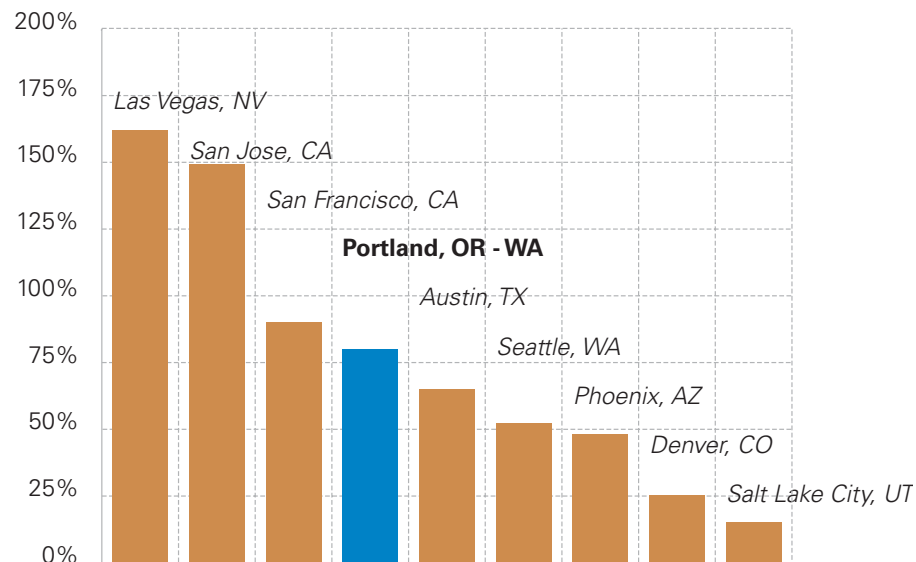
Source: Bureau of Labor Statistics



About the same percentage of Portland residents receive welfare and food stamps as suburban residents. This is consistent with state and national trends.

## City Job Growth Relative to Suburban Job Growth, 2000

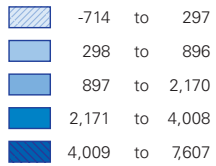
Source: New Economic Observatory



For every 100 jobs created in the suburbs, Portland gained roughly 75 new jobs in the city. While Portland is no longer the dominant center of job growth in the region, it remains a significant location for job growth.

## EMPLOYMENT GAIN BY TAZ 2000-2020

Source: Metro Data Resource Center  
(Traffic Analysis Zone)  
(Numbers of jobs)



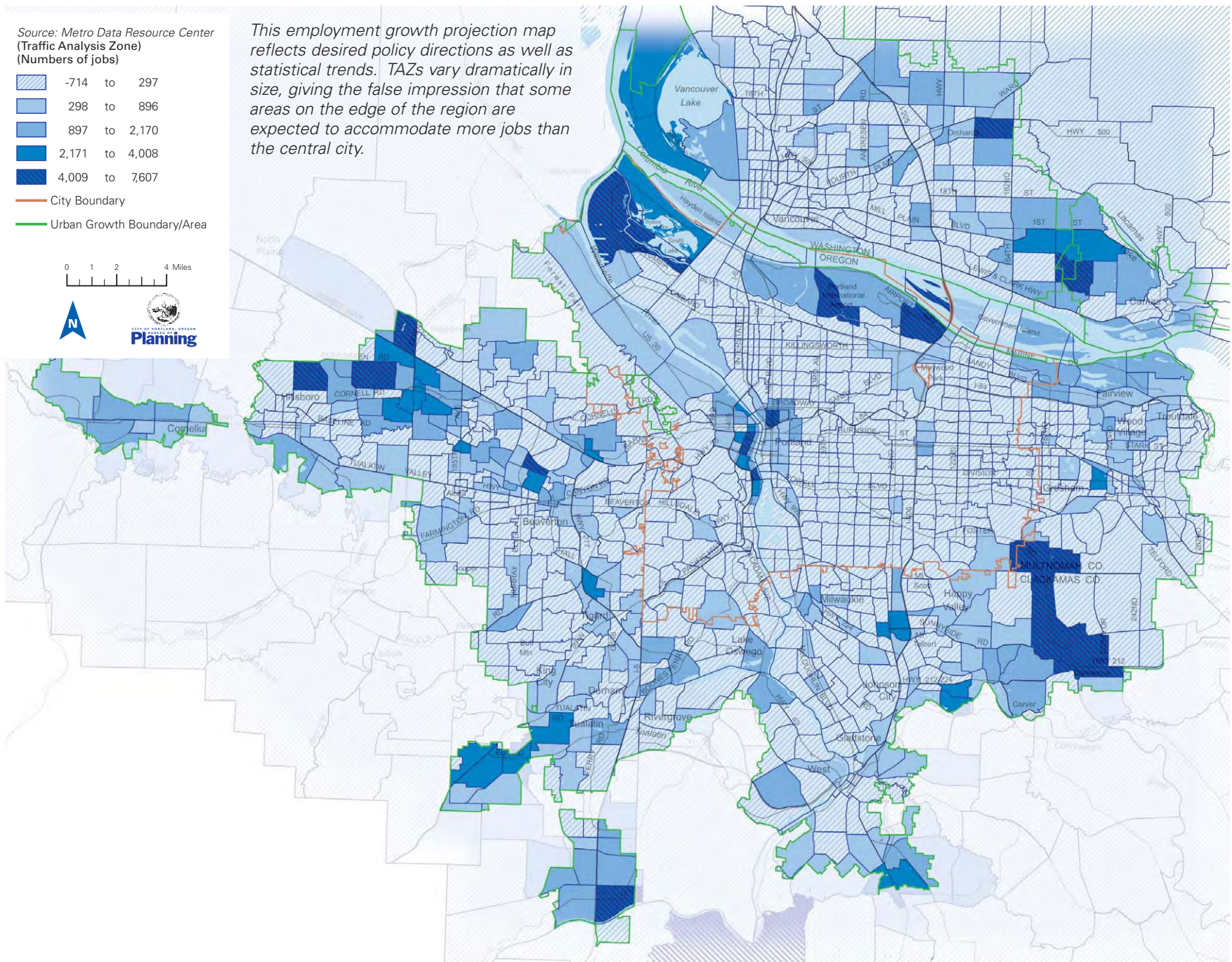
City Boundary

Urban Growth Boundary/Area

0 1 2 4 Miles



*This employment growth projection map reflects desired policy directions as well as statistical trends. TAZs vary dramatically in size, giving the false impression that some areas on the edge of the region are expected to accommodate more jobs than the central city.*



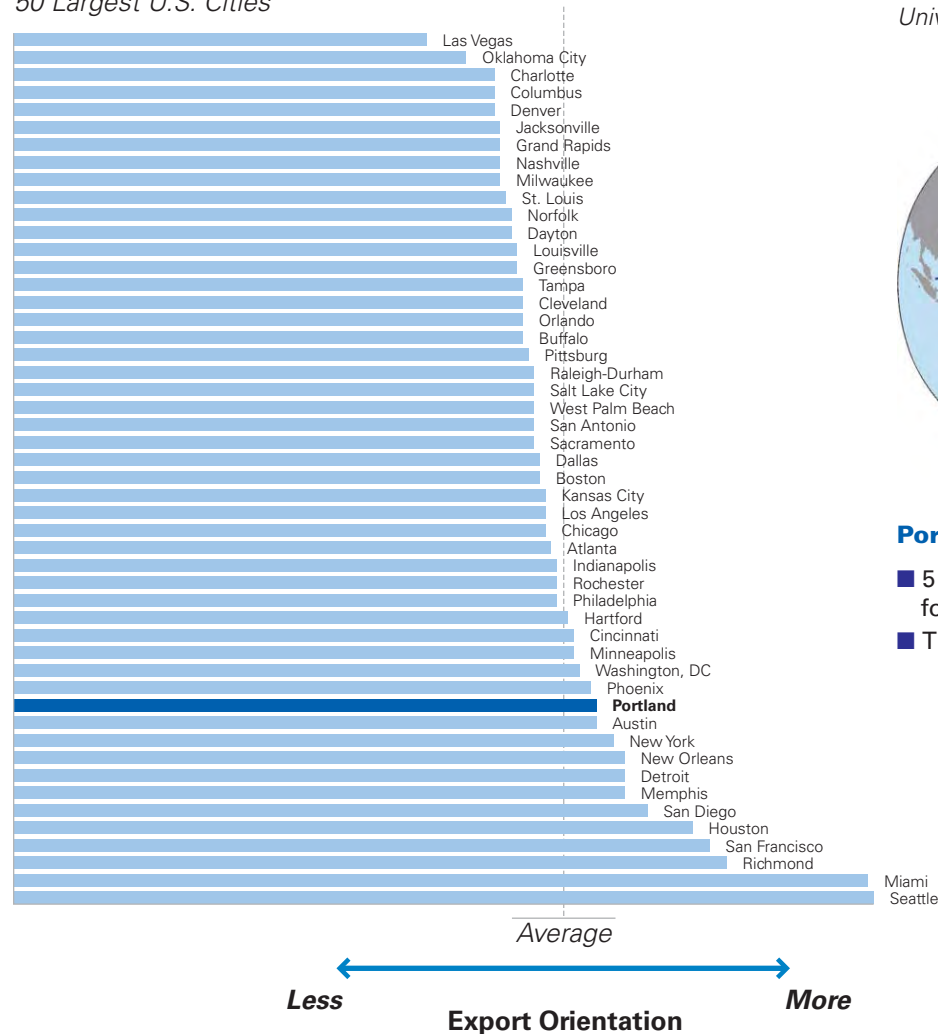


## GLOBAL ECONOMY

### Portland's Economy is Globally Dependent

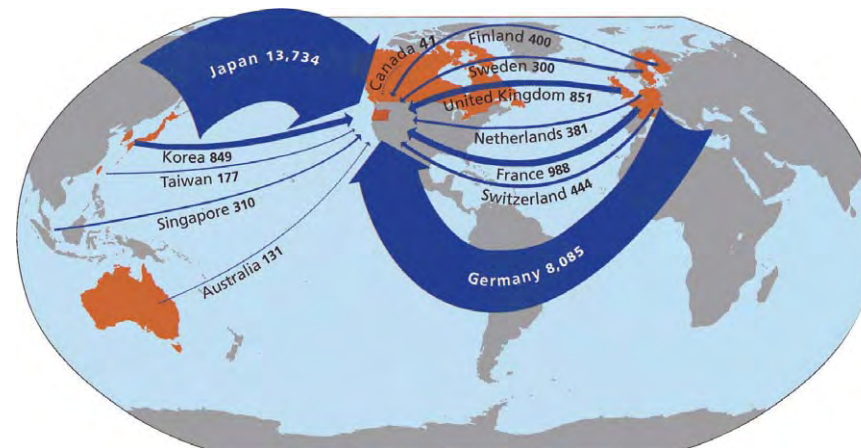
Source: Metropolitan New Economy Index, 2001

50 Largest U.S. Cities



### Jobs in Oregon Provided by Foreign Owned Companies by Country, 2000

Source: Atlas of Oregon, 2nd Edition, Copyright 2001, University of Oregon Press.



#### Port Statistics

- 5 of 11 top international air origin and destination markets are in Mexico for 2002
- The top Oregon air export market is Japan in both value and weight

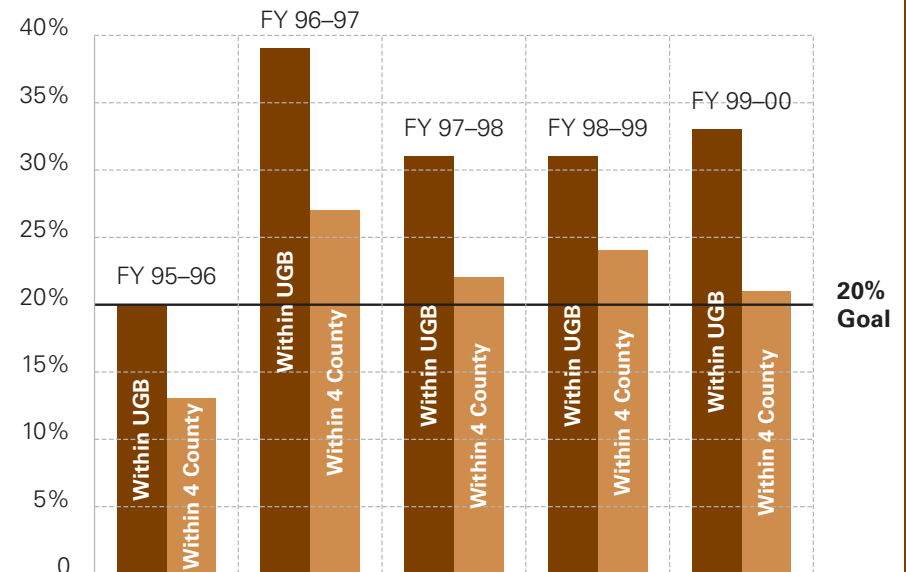
The graphic at left illustrates the extent to which the 50 largest U.S. metro areas' manufacturing workforce is employed producing goods for foreign export. The Portland region ranks high, in part due to the volume and value of high-tech exports produced there.



Portland achieved its regional housing production goals during the last half of the 1990s.

### Percent of New Housing Units

Source: Metro Data Resource Center



During the mid 1990s, Portland adopted a goal to capture at least twenty percent of regional growth. As measured by the level of residential permit activity, the City has achieved that goal during the last half of the 1990s within those portions of the metro counties within the urban growth boundary.

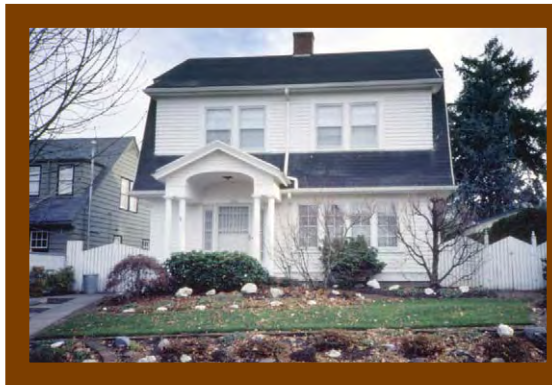


## GOALS

**P**roviding affordable housing and opportunities for homeownership to residents are long term goals of the City. There is a goal to attract a respectable share of all new housing built in the region in an effort to stem the flight of new housing to the neighboring suburbs. The following pages provide evidence that Portland is making progress with these goals.

In the mid 1990s, City Council adopted a goal to capture at least 20 percent of regional growth. As measured by the level of residential permit activity, the City has achieved that goal during the last half of the 1990s within those portions of the metro counties within the urban growth boundary. But it may become more difficult to reach these goals as inner city development becomes more expensive and surrounding cities make expansion by annexation less likely.

Housing prices in the city have increased in the past decade with some census tracts experiencing over a 200 percent increase in median housing values. The good news is that no census tracts experienced a decline in housing values. While the increase in housing



values is a concern for affordability and needs to be monitored, Portland is still considered affordable when compared to other West Coast cities. See the Arts and Culture section for a more detailed discussion.

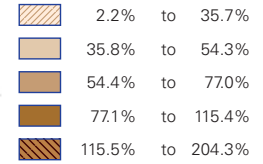
Portland had a citywide homeownership rate of 56 percent in 2000, up three percent since 1990. This is respectable progress when compared with other cities in the region, some of which showed a decline in homeownership rates. Portland's homeownership rate now exceeds that of some of its suburban neighbors for the first time since World War II.

Homeownership rates vary widely among racial and ethnic groups. Hispanics are the only major ethnic group showing a decrease in their homeownership rates. This is likely due to a large number of recent and "less established" immigrants (see the Population section for a more detailed discussion of the Hispanic population changes). Asian-American homeownership rates are approaching those of white households. The only minority not making significant gains in homeownership is African-Americans.

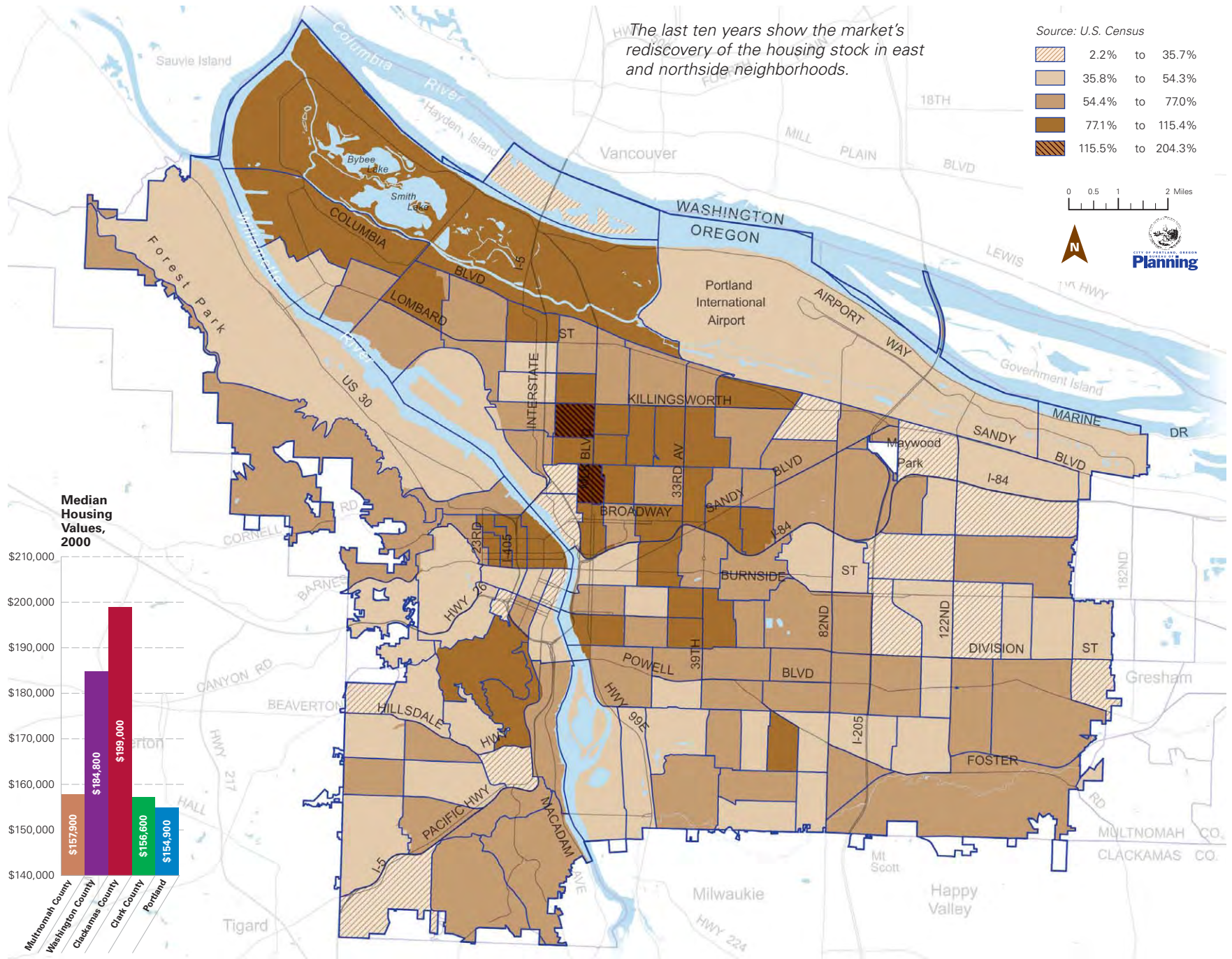
# PERCENT CHANGE IN MEDIAN HOUSING VALUE BY CENSUS TRACT 1990-2000

The last ten years show the market's rediscovery of the housing stock in east and northside neighborhoods.

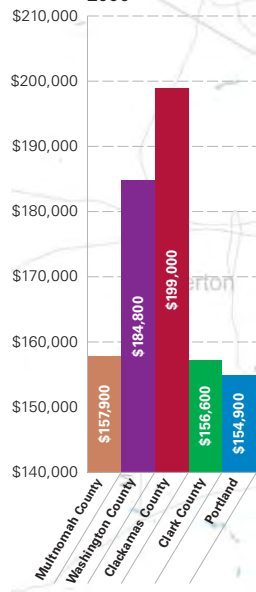
Source: U.S. Census



0 0.5 1 2 Miles



Median Housing Values, 2000

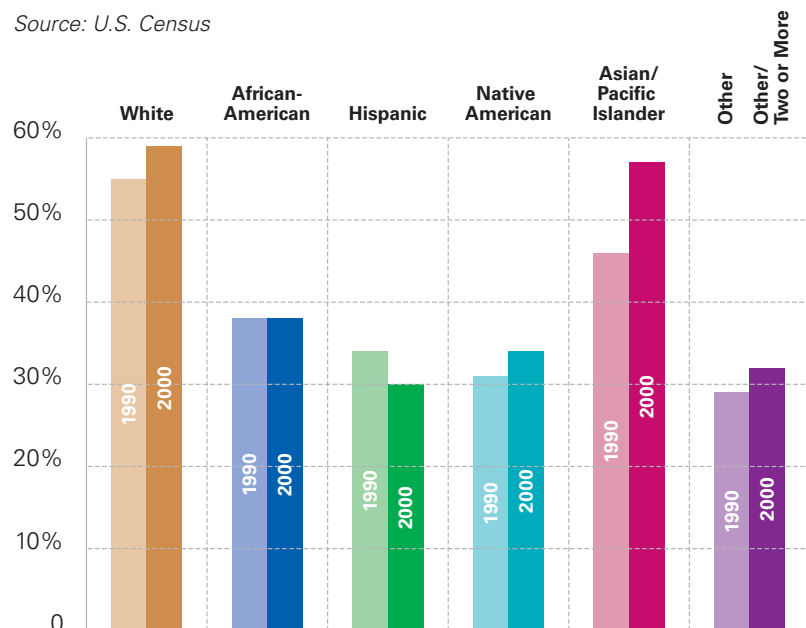




# HOME OWNERSHIP

## Home Ownership by Group

Source: U.S. Census



Ownership rates vary widely among racial and ethnic groups. By 2000, Whites and Asian/Pacific Islanders increased their ownership rates to slightly under 60%. There is a large gap between these two groups and all other groups, which are in the 30-40% percent range. The Hispanic homeownership rate actually declined over the decade, which may be the result of the rapid growth in Hispanic households and their younger than average age. African-American homeownership saw virtually no change. The Native American and Other/Mixed groups saw modest increases in ownership rates, but not enough to close the gap with the highest ownership groups.

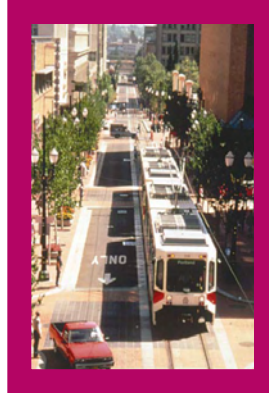
## Home Ownership by Location

Source: U.S. Census

City	2000 Ownership Rate	Change from 1990 to 2000
Beaverton	48%	1%
Hillsboro	52%	-6%
Vancouver	53%	10%
Wilsonville	54%	-6%
Gresham	55%	-3%
<b>Portland</b>	<b>56%</b>	<b>3%</b>
Tigard	58%	1%
Milwaukie	60%	2%
Oregon City	60%	4%
Lake Oswego	71%	3%
West Linn	79%	0%

Portland's rate of homeownership has exceeded some of the larger suburban jurisdictions for the first time since WW II.





Portland owns some \$14.7 billion dollars in infrastructure assets. New segments of the regional light rail system and bicycle network were built, consistent with the region 2040 plan.



The City's program to eliminate Combined Sewer Overflows is complete for the Columbia Slough, and is over halfway complete for the Willamette River.

Evolving service standards and aging assets press on the City's capital budget.

Portland is not keeping up with basic maintenance needs of transportation and park assets.





## INVESTMENT — VALUE & CONDITIONS

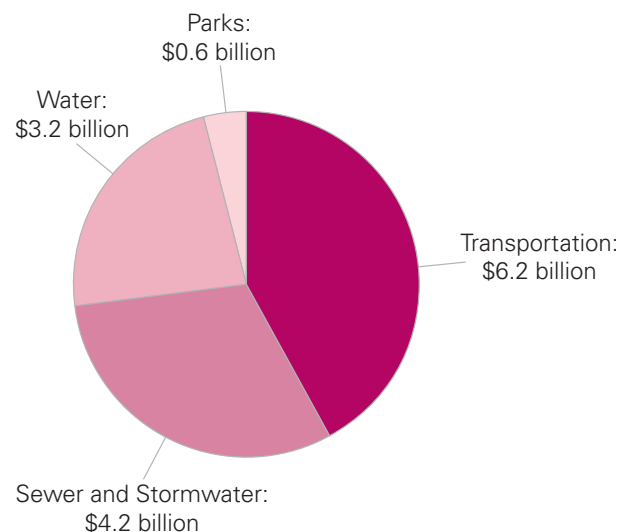
### The City of Portland Provides a Full Range of Services.

- The City's water distribution system, fed by Bull Run water and backup groundwater from aquifers, serves over 140,000 homes and about 18,000 businesses. Another 300,000 people in 19 suburban cities and water districts receive City water through wholesale customer connections. Bull Run water was first delivered to Portland in 1895.
- The Bureau of Environmental Services (BES) owns and operates more than 2,200 miles of pipes and 93 pump stations that transport sewage to two treatment plants. BES provides sewer and stormwater drainage services to more than 500,000 people in an area that covers 85,000 acres (see p. 66 for a map of combined sewer areas in the city).
- Transportation assets include bridges, street lights, traffic signals, and street pavement to accommodate transit, bikes, and pedestrians, along with autos and trucks.
- Park and recreation facilities include community centers, swimming pools, playgrounds, sports fields, trails, and natural open space areas.
- The City also provides civic services, such as police, fire, emergency communications, and structured parking.



### Taxpayer's Investment in Capital Assets

Source: City of Portland Capital Management Resource Team, 2002



### Annual Funding Gap

The City is not adequately investing for capital maintenance. It is estimated that an extra \$35 million annually is required to reach a sustainable level of maintenance. Two bureaus—Environmental Services and Water—report no annual funding gap based on forecasted rate increases and two bureaus—Parks and Transportation—report the largest annual funding gaps for capital maintenance. The assets in highest need are parks major buildings, street pavement, parks green infrastructure, parks furnishings, and traffic signals.

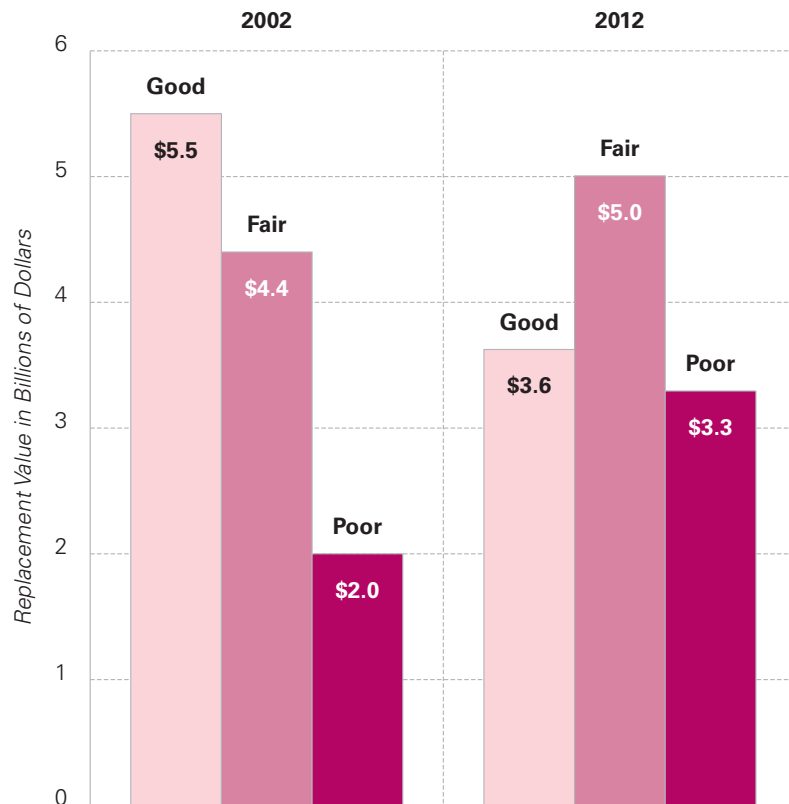
## Existing and Future Conditions

- Currently, 46 percent of the capital assets are in good condition, 37 percent are in fair condition, and 17 percent are in poor condition.
- At current spending levels, in ten years there will be a shift out of good condition and a rise in poor condition. Close to \$2 billion of assets may slip out of good condition, and over \$1 billion of assets may drop into poor condition.

## Infrastructure Investment Needs

Source: City of Portland Capital Management Resource Team, 2002

Current and Projected Replacement Values  
(Condition not available for \$2.8 billion of assets)

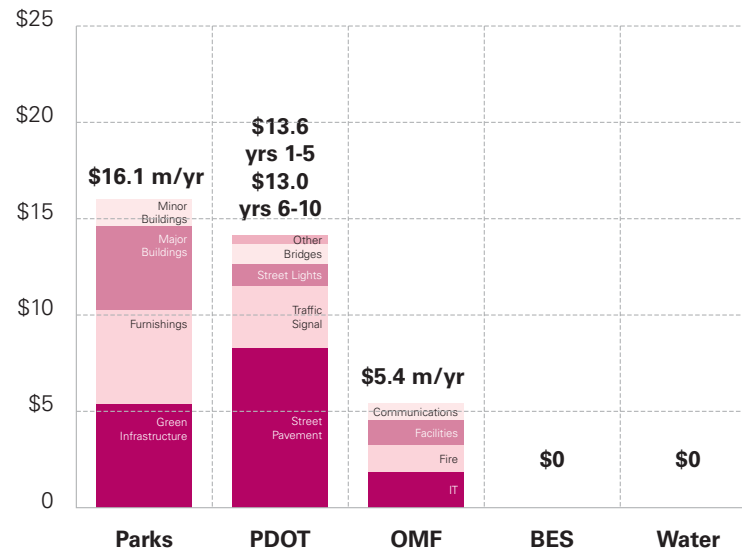


- A survey of conditions shows the most dramatic drop out of good condition for these assets:  
street lights (80 percent to 12 percent);  
streets (56 percent to 32 percent);  
water transmission (36 percent to 3 percent); and  
major parks buildings (30 percent to 3 percent).
- For transportation and parks assets, the maintenance backlog is growing. From 1980 to 2000, the street pavement backlog has grown 76 percent, from 285 to 502 miles. The preferred backlog goal is 250 miles.
- The longer it takes to repave streets or improve parks facilities, the higher the cost. For instance, it may cost four times as much to rebuild a street as to repave it. Some causes of this backlog are rising construction costs, shrinking revenues from the state gas tax, and limited General Fund allocations to capital maintenance.
- In addition, there are numerous streets not built to City standards and a number of planned or recommended bike and pedestrian paths that need funding for construction. The Bureau of Parks and Recreation is assessing residents' needs for park facilities and attempting to measure which areas are deficient in parks and parks facilities.

## Current Funding Gap in Capital Maintenance in \$ Millions

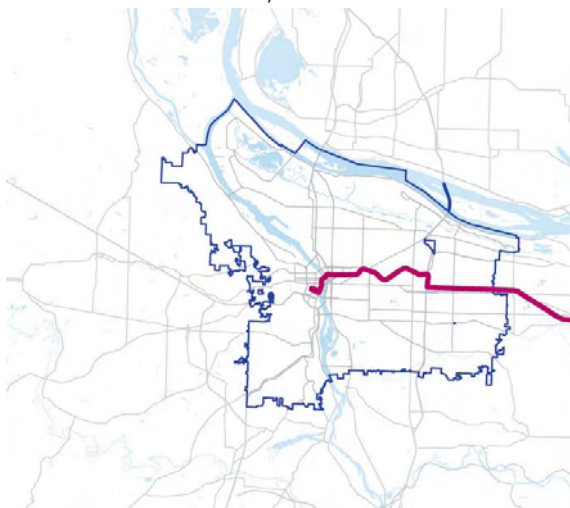
Source: City of Portland Capital Management Resource Team, 2002

Total Capital Maintenance Gap: \$35

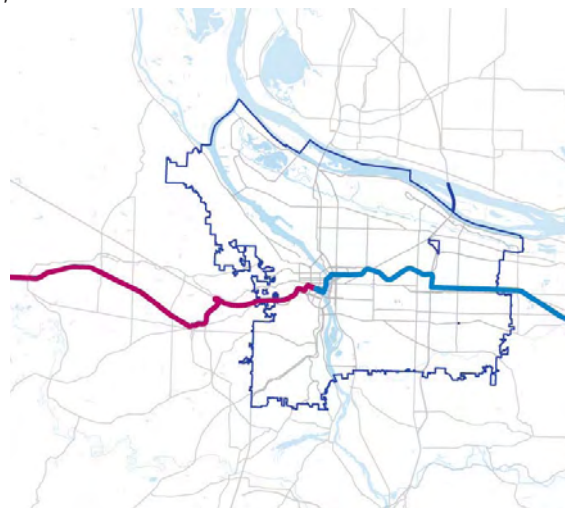




## LIGHT RAIL, PEDESTRIAN, & BICYCLE NETWORKS



**EASTSIDE MAX — 1986**



**WESTSIDE MAX — 1998**



**AIRPORT MAX — 2001**

### Progress in Transportation Infrastructure

The network of light rail has grown significantly since the first section of light rail opened from downtown Portland to Gresham in 1986. Since

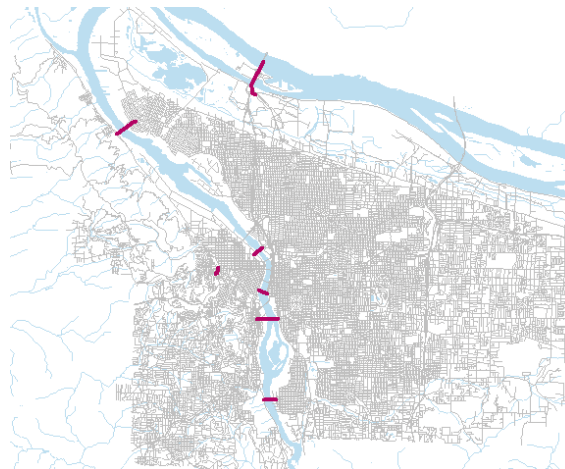
then a line was opened to Hillsboro in 1998, the airport in 2001, and the interstate line is expected by spring 2004. Each new addition has surpassed projected ridership. The maps

show the progression of the network and a new line currently being planned for the I-205 corridor connecting Gateway Town Center and Clackamas Town Center.

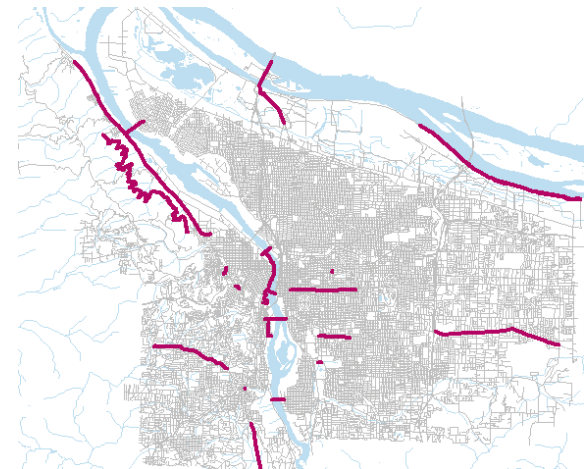


The city and region are making progress in developing an extensive pedestrian and bike network. Since 1973, the bicycle network consisting of bike paths, bike lanes, and designated bike streets has increased significantly and gives Portland an enviable image as a bike friendly city.

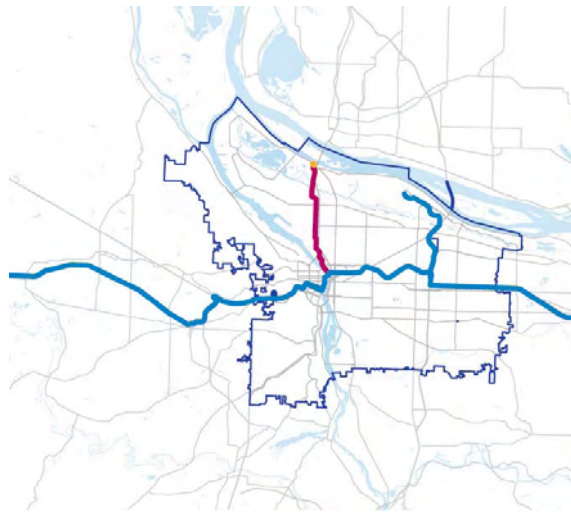
### BIKE NETWORK — 1973



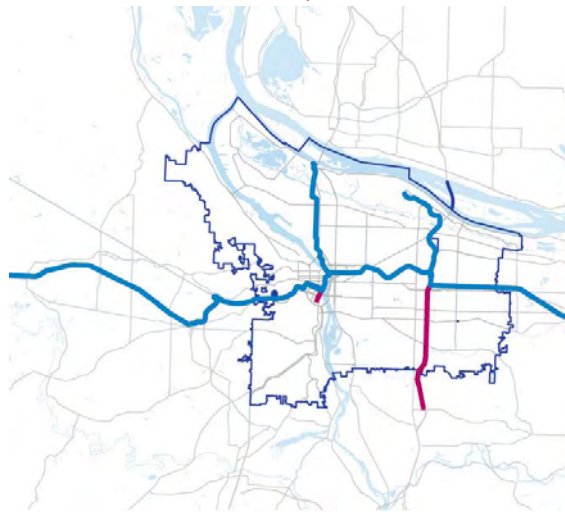
### BIKE NETWORK — 1983



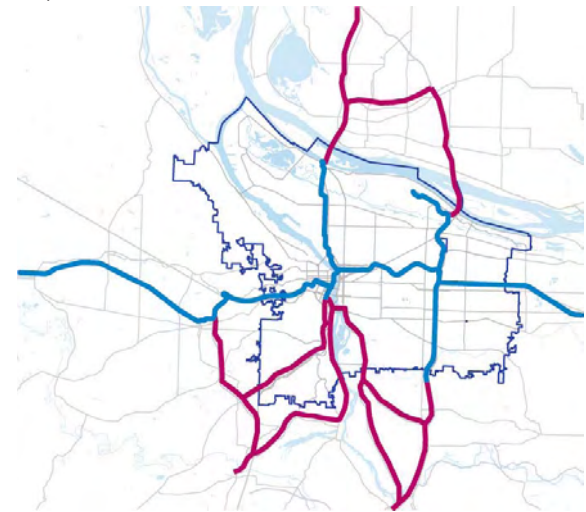
# LIGHT RAIL, PEDESTRIAN, & BICYCLE NETWORKS



**INTERSTATE MAX — 2004**



**I-205 MAX — 2008**



**FUTURE MAX CORRIDORS**



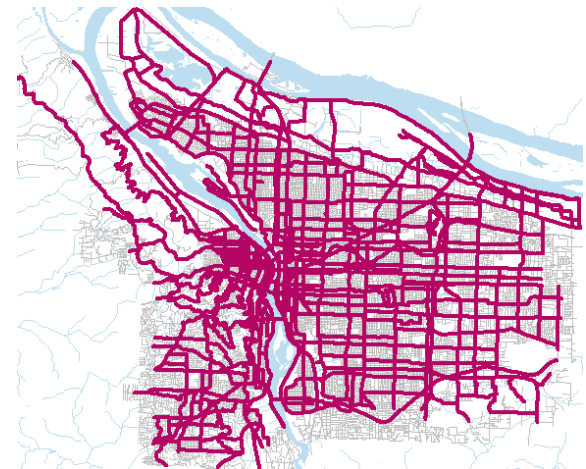
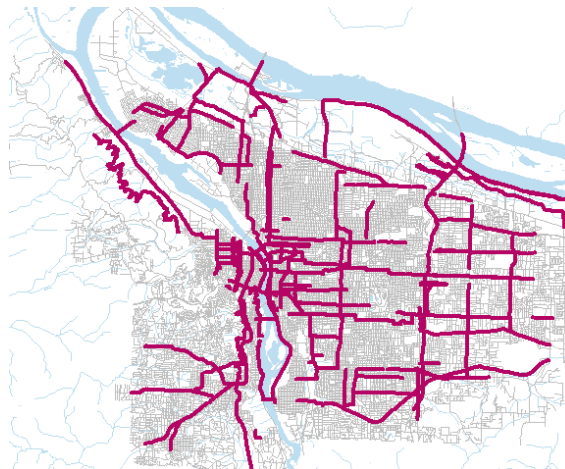
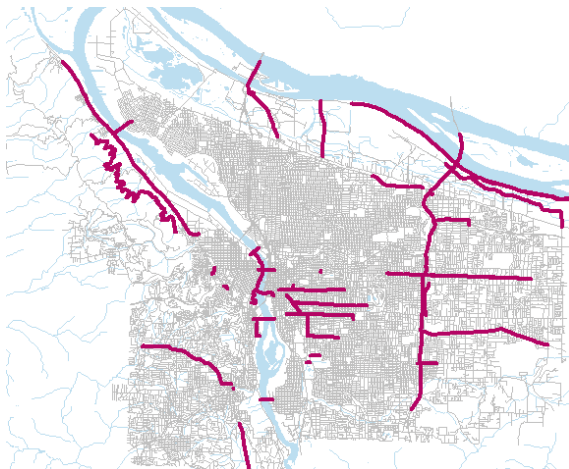
**BIKE NETWORK — 1993**



**BIKE NETWORK — 2003**



**BIKE NETWORK — 2016**



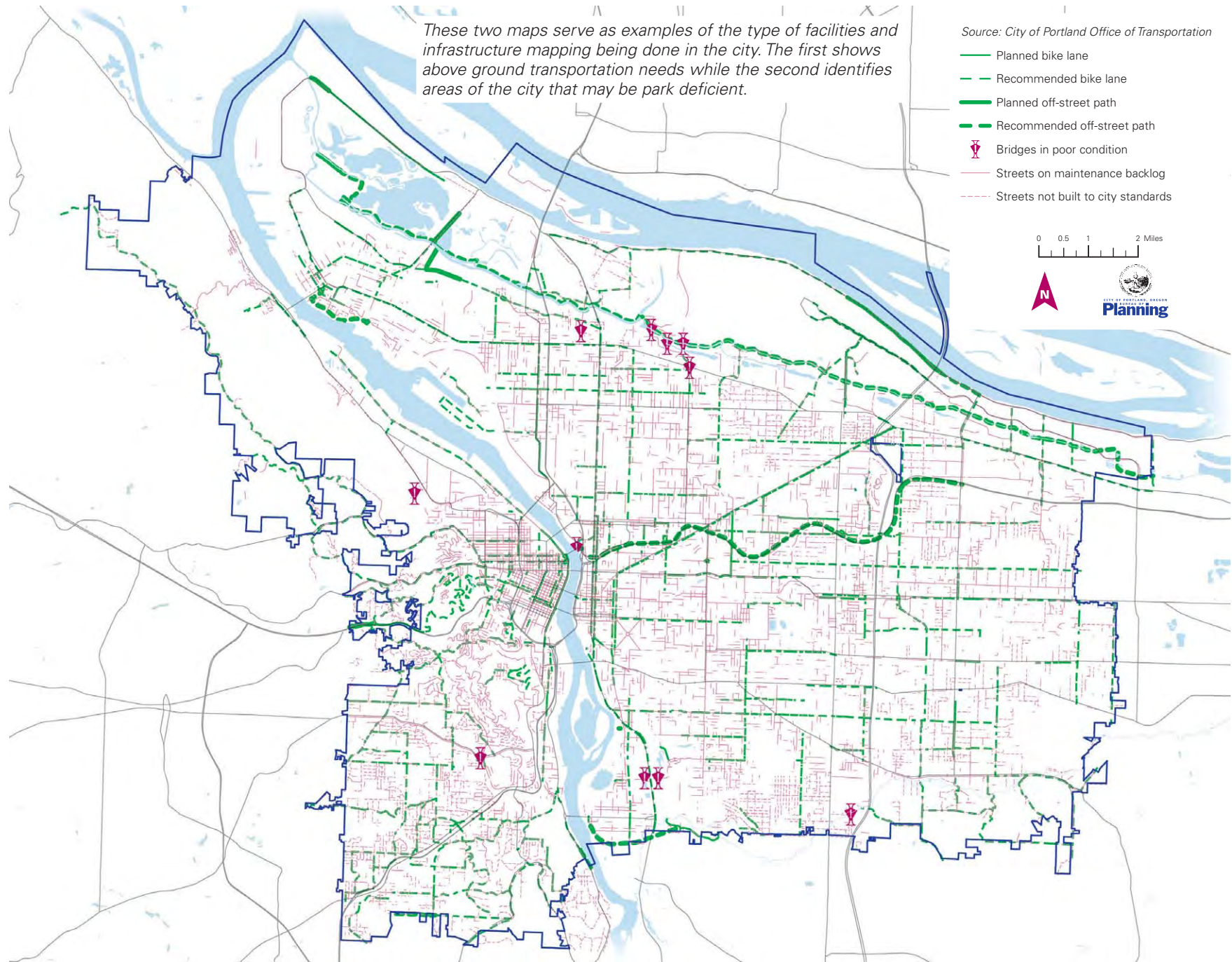


## TRANSPORTATION SYSTEM

These two maps serve as examples of the type of facilities and infrastructure mapping being done in the city. The first shows above ground transportation needs while the second identifies areas of the city that may be park deficient.

Source: City of Portland Office of Transportation

- Planned bike lane
- - - Recommended bike lane
- Planned off-street path
- - - Recommended off-street path
- ⚠ Bridges in poor condition
- Streets on maintenance backlog
- - - Streets not built to city standards



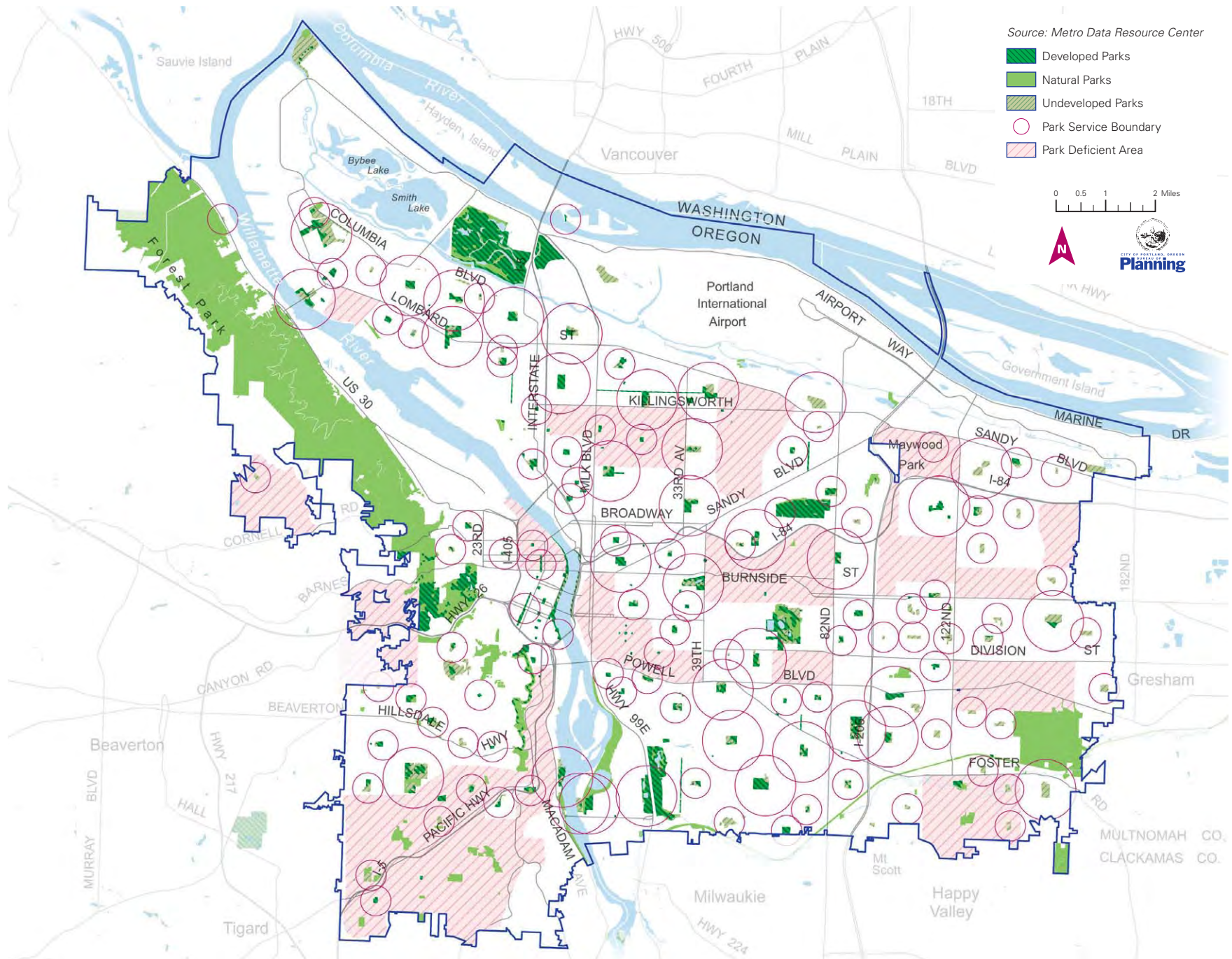


## PARKS AND RECREATION SYSTEM

Source: Metro Data Resource Center

- Developed Parks
- Natural Parks
- Undeveloped Parks
- Park Service Boundary
- Park Deficient Area

0 0.5 1 2 Miles









Good public schools have long been one of Portland's strengths. The current perception of faltering public schools has wide ramifications, including questions about neighborhood stability.

Student enrollment is declining in many areas of the city and some surplus school properties may be converted to other uses.





## OVERVIEW

**P**ublic education has been a topic of heated debate recently and the following section identifies issues and trends that have a strong correlation to the future of Portland's national reputation and how well Portland neighborhoods function.

Student enrollment in the Portland Public School District is declining by about 1,000 students yearly. Some elementary schools are closing as a result. School closings can create a void at the traditional center of some neighborhoods. While enrollment in the city declines, suburban schools at Portland's eastern edge are experiencing increased enrollments. The final map in this section shows potential changes to public school properties. Several school properties are on large sites, which could allow for creative uses to generate revenue for the district.



As of 2001, families with children who were leaving the Portland Public School system were doing so to reduce the cost of housing, rather than to flee perceived deficiencies in the school system.







School lunch programs are often used as a marker for poverty. Similarly, school performance test scores show a high correlation between neighborhood prosperity and student performance. The following maps also show there is a greater need for school lunch programs clustered in inner North and Northeast Portland and the need is increasing at the outer eastern edges of the city.

## CHANGE IN ELEMENTARY SCHOOL ENROLLMENT BY SCHOOL ATTENDANCE AREA 2001-02 TO 2002-03

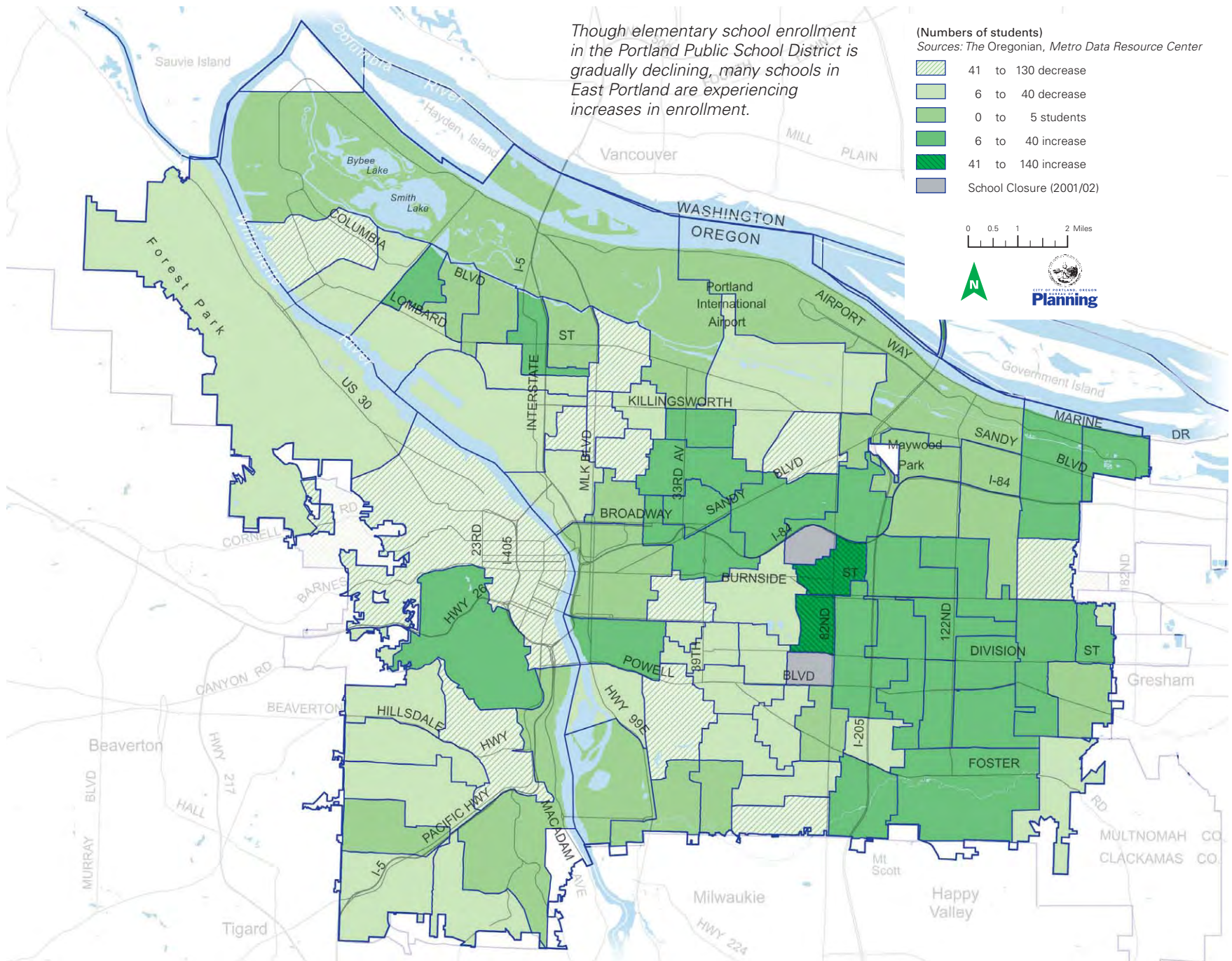
*Though elementary school enrollment in the Portland Public School District is gradually declining, many schools in East Portland are experiencing increases in enrollment.*

(Numbers of students)

Sources: The Oregonian, Metro Data Resource Center

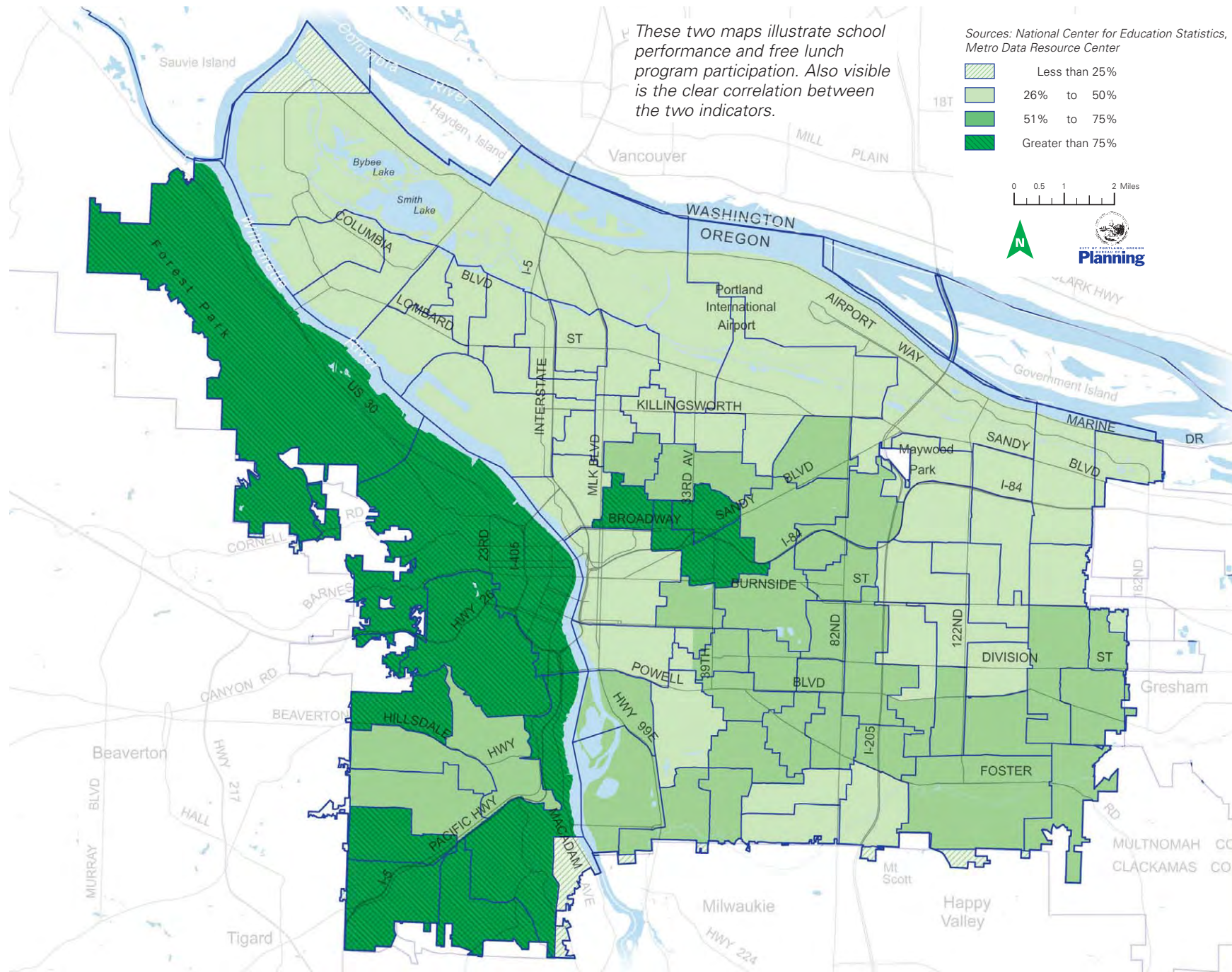
-  41 to 130 decrease
-  6 to 40 decrease
-  0 to 5 students
-  6 to 40 increase
-  41 to 140 increase
-  School Closure (2001/02)

0 0.5 1 2 Miles



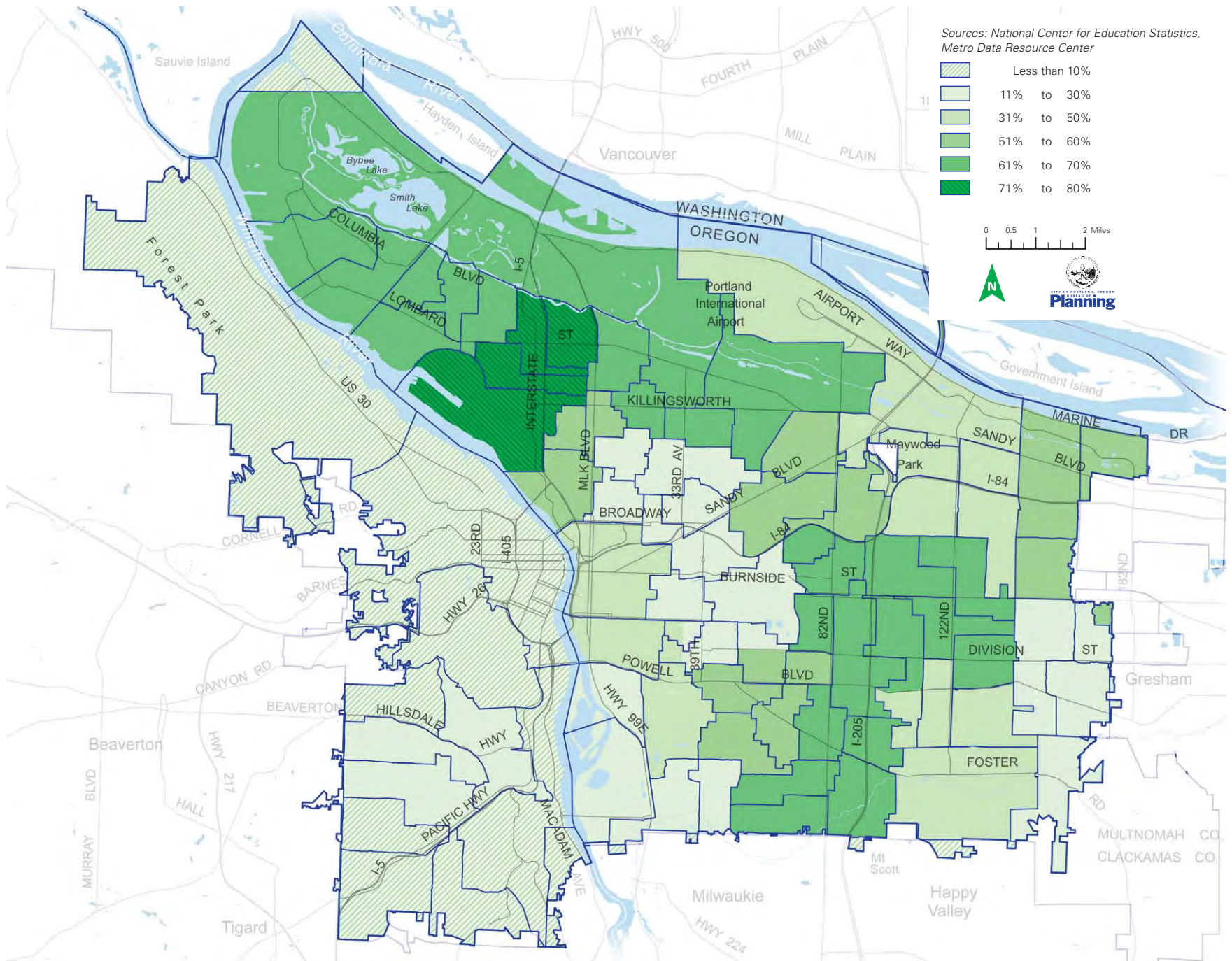


# PERCENT OF MIDDLE SCHOOL STUDENTS MEETING READING BENCHMARKS BY ATTENDANCE AREA—2001/2002





# PERCENT OF MIDDLE SCHOOL STUDENTS QUALIFYING FOR FREE SCHOOL LUNCHES BY SCHOOL ATTENDANCE AREA—2001/2002





# POTENTIAL CHANGES TO PUBLIC SCHOOL PROPERTIES

This map is the result of a preliminary analysis done on the potential for reuse of various Portland Public School District facilities. The map is included here to provide a snapshot of the scope of potential reuse/redevelopment.

Excludes properties proposed for future reinvestment (keeping programs)  
Source: Innovation Partnership

- Reuse space in creative ways (add tenants, etc.)
- Recycle Property (major facility redevelopment)
- Reduce Inventory (no traditional schools involved)

## School Level

- E Elementary School
- M Middle or Jr. High
- H High School

## Special Features

- Elementary school with low enrollment (<252 students)
- School on large site
- ▲ School recently closed
- ◆ Both low enrollment (<252 students) and large site

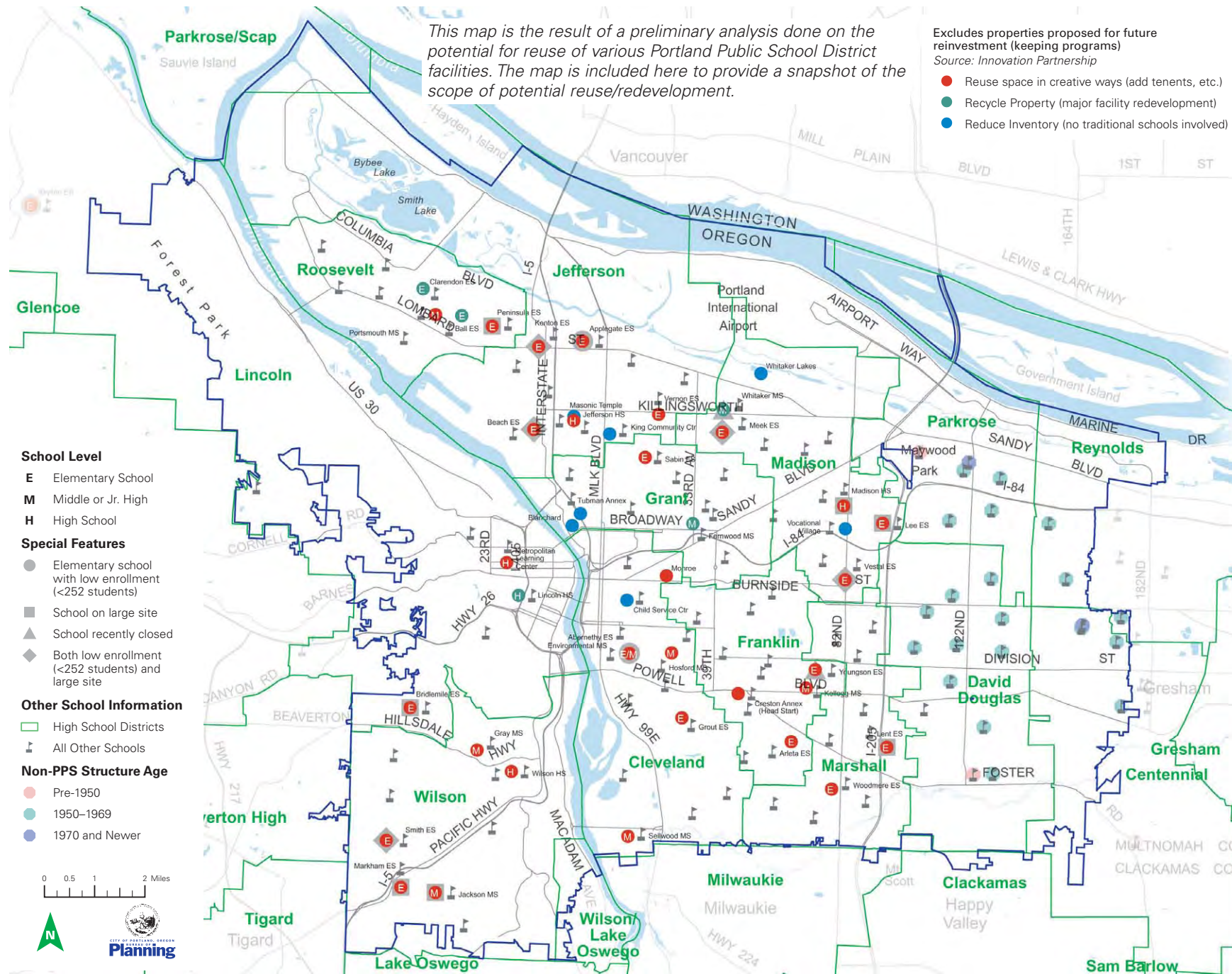
## Other School Information

- High School Districts
- ▲ All Other Schools

## Non-PPS Structure Age

- Pre-1950
- 1950-1969
- 1970 and Newer

0 0.5 1 2 Miles





Portland's public and private support for the arts and culture lags behind other cities, but does not hinder the current vitality of the scene.

Low barriers of entry are attracting new arrivals, particularly younger, more avant-garde artists.



## OVERVIEW

**P**ortland is attracting more 25-34 year-olds compared to most other U.S. cities. The increase in the number of young people with college degrees is particularly striking: between 1990 and 2000, greater Portland experienced an increase in this cohort of over 50 percent and Multnomah County experienced a change of over 60 percent (see change in young people chart).

### Artistic Reputation

In addition to the traditional network of arts and cultural institutions, Portland has nurtured a more locally based and exploratory arts scene. Informal arts thrive in distinctive neighborhoods around the city, particularly in inner neighborhoods on the east side.

The creative services industries in Portland grew very rapidly during the 1990s fueled by growth in other regional industries. Creative services can include advertising, marketing, film and video, graphic design, and creative software. In 1999, roughly 15,000 people were employed at significantly higher than average wages in these industries. The success of companies like Nike, Freightliner, Adidas, and Columbia Sportswear created many jobs in the design and marketing sectors.

### Low Barriers to Entry

Portland has a considerably lower cost-of-living index than other major cities on the West Coast. Portland is much more affordable than San Francisco and Seattle and somewhat more affordable than Sacramento, Los Angeles and San Diego (see cost of living index graph). Affordable workspace is often found in older industrial areas of the city. Preliminary analysis shows these areas support the city's greatest concentration of artists (see map of artist density by neighborhood). Portland is said to offer a slower pace-of-life alternative to San Francisco or New York, while still providing enough support to sustain many artists and their work.



### Diversity

Workers in creative service industries seek out cities that embrace and encourage diversity as a measure of tolerance and openness. Portland is one of the least ethnically diverse cities in the U.S. with seventy-eight percent of Portlanders being white. This is a larger percentage than all other cohort cities looked at with the exception of Salt Lake City.

Portland is overwhelmingly white now but is gradually growing more diverse. The Hispanic population in particular has dramatically increased (see Demographics section for a more detailed discussion). While this trend will certainly bring new challenges, it also stands to make the city more attractive to creative service industries.

### Public Art Presence

In 1980, both the City of Portland and Multnomah County adopted ordinances dedicating one percent of the total construction costs of major capital improvement projects to public art. Since 1980, the Regional Arts and Culture Council has acquired over \$3.4 million dollars worth of art.

## SELECTED FEATURES

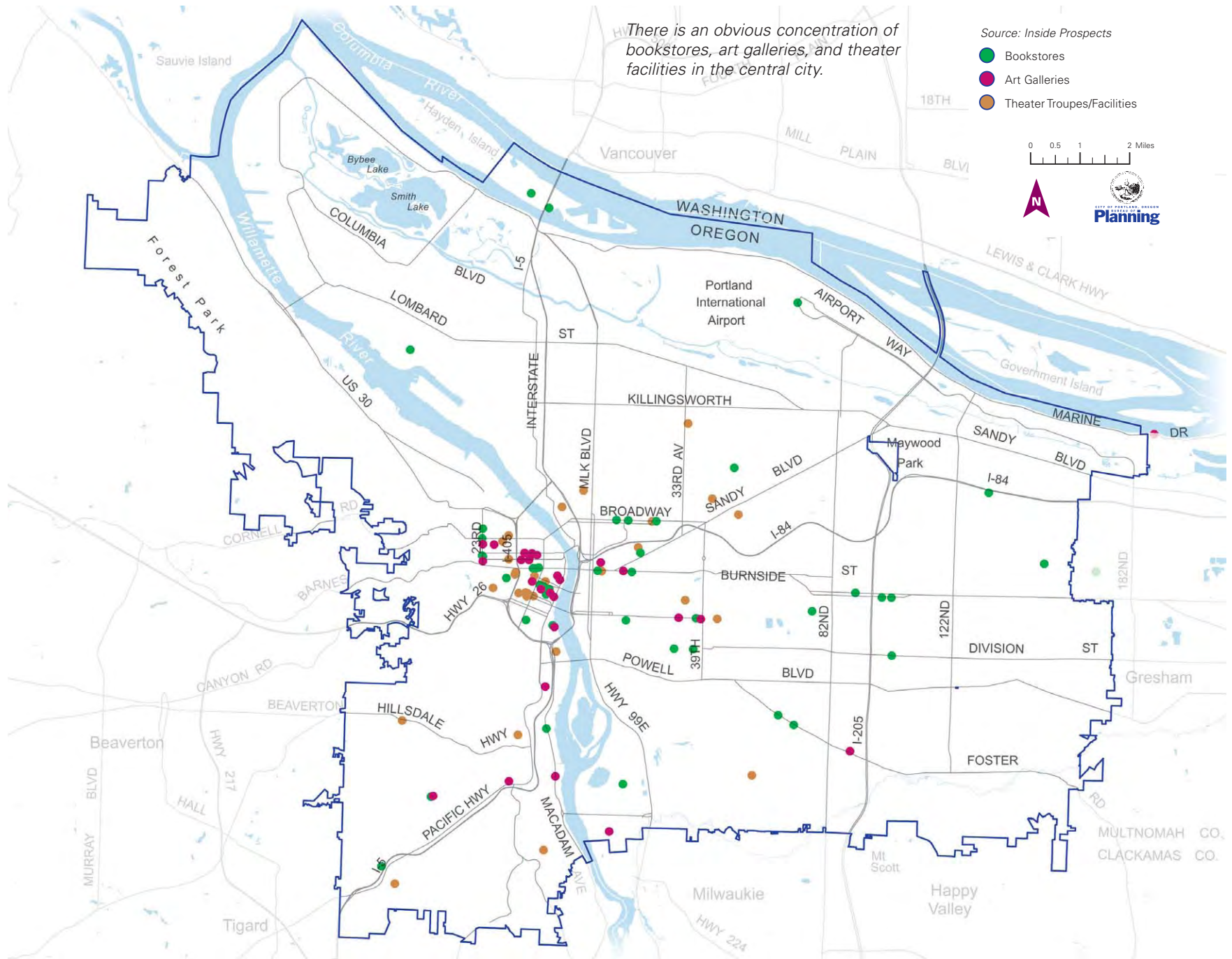
Source: Inside Prospects

- Bookstores
- Art Galleries
- Theater Troupes/Facilities

0 0.5 1 2 Miles

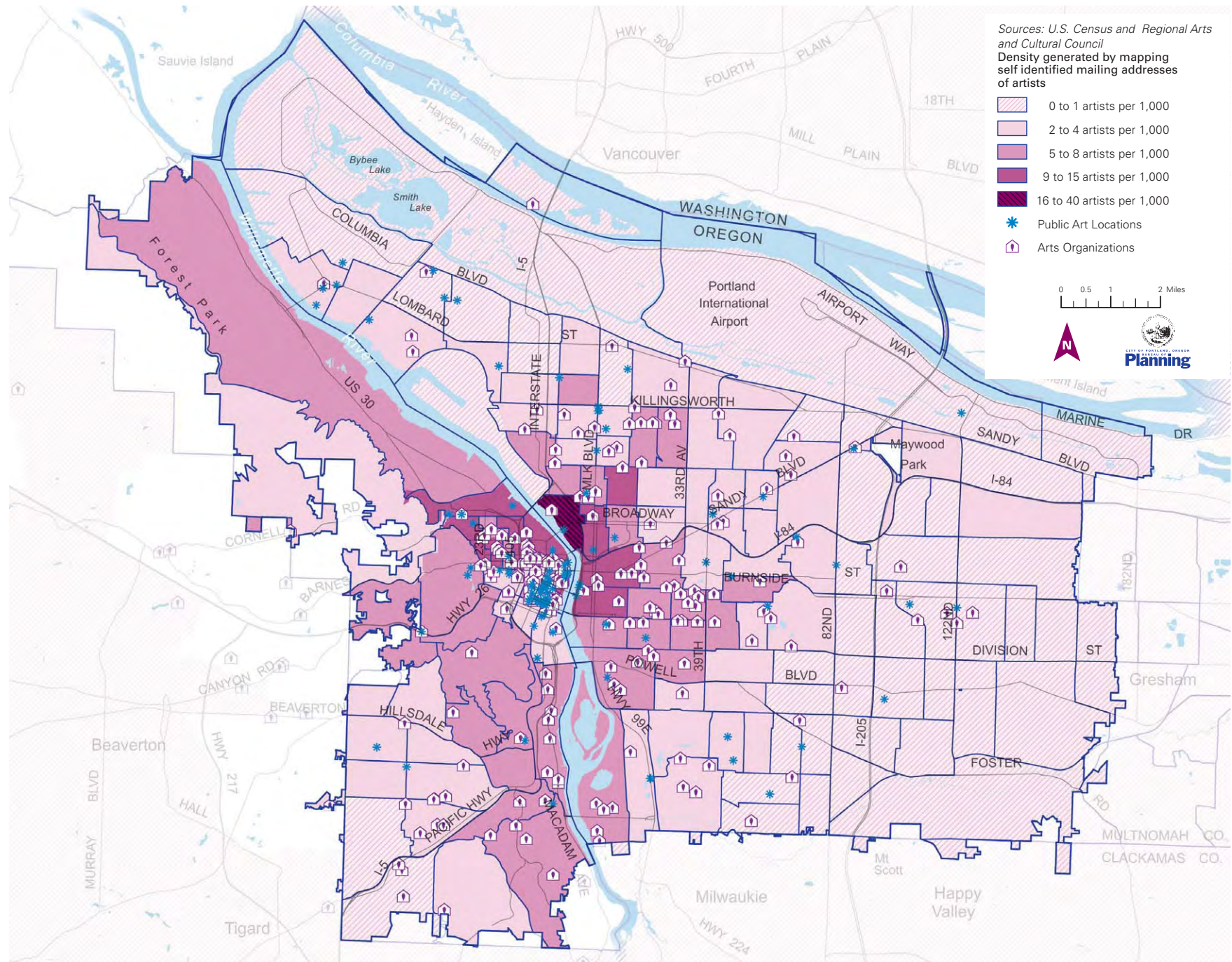


*There is an obvious concentration of bookstores, art galleries, and theater facilities in the central city.*





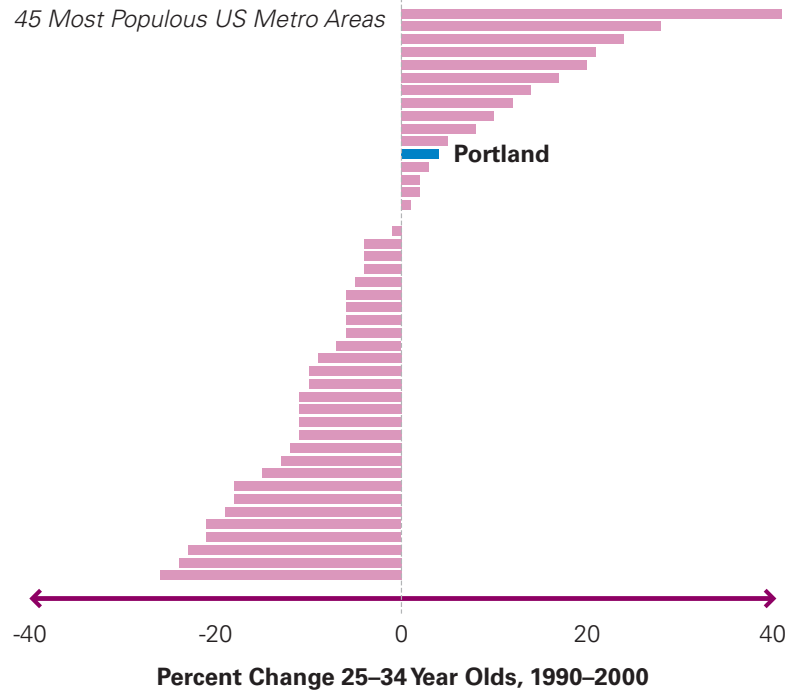
# DENSITY OF ARTISTS BY CENSUS TRACT 2000



## Most Cities Have Fewer Young People

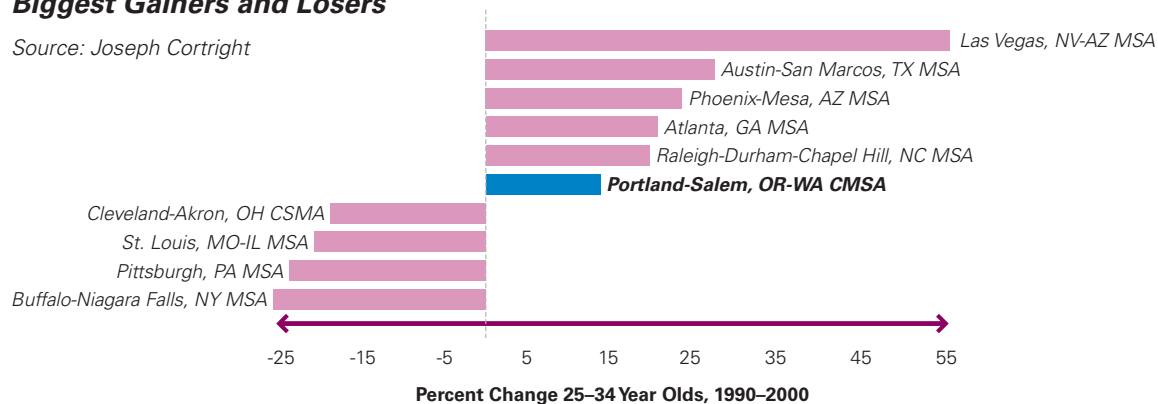
Source: Joseph Cortright

45 Most Populous US Metro Areas



## Portland Gained Young People: Biggest Gainers and Losers

Source: Joseph Cortright



## Active Lifestyle Options

Portland is blessed with a near ideal location for young people with a penchant for outdoor activities. It sits on the confluence of two major rivers with a variety of fishing, boating, rafting, and windsurfing opportunities. The Cascade Mountains are nearby with skiing and snowboarding possible well into summer. The world-famous Columbia Gorge and Oregon coast are within easy striking distance and the mild – if wet – climate increases the opportunity to enjoy it all.

According to a variety of media sources, compared to the U.S. average, Oregonians are twice as likely to go camping, 60 percent more likely to go hiking or backpacking, 40 percent more likely to golf or hunt, and two-thirds more likely to belong to an environmental organization.

## Things Look Different Here

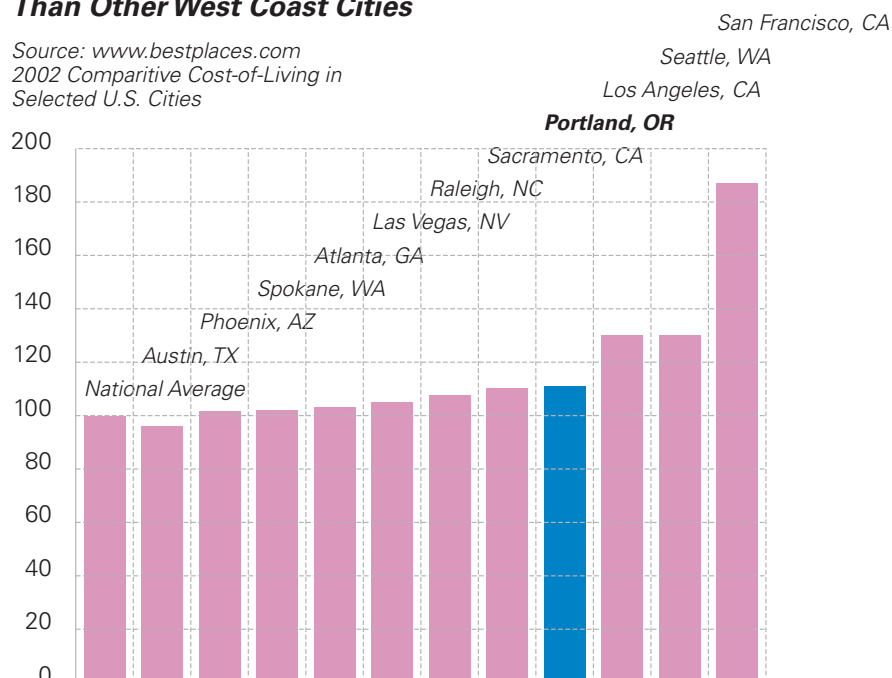
Portland has earned a reputation for creative approaches to mainstream problems. A variety of things stand out and make Oregon and Portland seem different. There are modern electric streetcars downtown, the biggest city park in the country, no less than 28 independent microbreweries, and an unusual commission form of local government known for its accessibility, just to name a few.



## AFFORDABILITY

**Portland is More Affordable Than Other West Coast Cities**

Source: [www.bestplaces.com](http://www.bestplaces.com)  
2002 Comparative Cost-of-Living in  
Selected U.S. Cities

**Mobility**

Young, creative, and innovative people want to be able to move around their city efficiently. Portland meets the challenge with comparatively moderate traffic problems, good public transit, an excellent bike network, and many walkable neighborhoods. These are significant advantages Portland maintains over many other cities.

**Educational Magnet Lacking**

Though blessed with Portland State University and several highly respected liberal arts colleges, Portland sorely lacks the type of major research institution found in other cities with creative services industry. This is reflected in the fact that Portland ranks 35th out of the largest 50 U.S. cities in academic research and development funding, well behind many smaller cities.

**City Policy Support of the Arts**

The Regional Arts and Culture Council (RACC) earns good marks for its information clearinghouse role, its grants to established organizations and artists, and its professionalism in commissioning works of public art, but it lacks the direct political access to shape cultural policy. There is no City office charged with advocating for strong arts and culture policies.



Air quality and water quality in the Willamette River improved. Portland made progress addressing point source pollution and solid waste recycling. The *Endangered Species and Clean Water Acts* pose evolving challenges.





## OVERVIEW

**T**his section looks at the broad definition of environmental concerns, from recycling and airport noise to energy conservation and transit usage. Presented are statistics and trends related to the health of Portland's air and water, the status of trees in the urban area, and a map of Portland streams that do not meet water quality standards.

### Hydrology and Water Quality

Water quality in the Willamette River has improved from historic lows in the 1940s through the 1970s.

Despite progress, Portland rivers and streams violate water quality standards for physical, chemical, and biological parameters including, but not limited to, temperature, bacteria, habitat modification, nutrients, and toxics.

Impervious surfaces cover anywhere from 30 percent to 60 percent of the land area in Portland's urban watersheds, resulting in large fluctuations in streamflow citywide, flooding problems (particularly in the Johnson Creek watershed), and sewer backups in basements in many Portland neighborhoods.

### Fish and Wildlife Habitat

Steelhead trout and Chinook salmon have been listed as "threatened" under the federal *Endangered Species Act* for the Lower Willamette Valley which includes Portland's watersheds.

Urbanization has reduced and degraded Portland's fish and wildlife habitats through removal of vegetation, installation of impervious surfaces, and stream channel modification.



### Air Quality

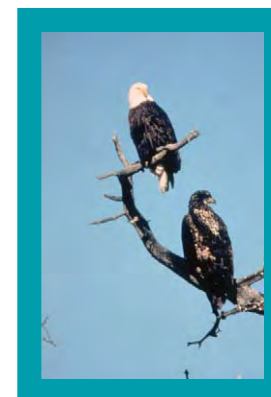
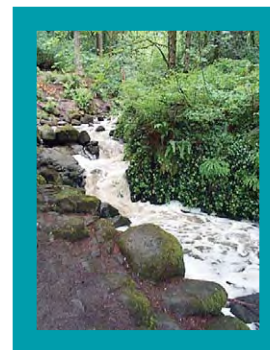
Portland's air quality showed steady improvement in terms of carbon monoxide and particulate matter, although the region still regularly experiences air quality advisory days during the hottest part of summer. Air pollutants of greatest concern in Oregon include:

- ground-level ozone, commonly known as smog
- carbon monoxide (mostly from motor vehicles)
- fine particulate matter (mostly from wood smoke and dust).

### Tree Canopy

One study conducted by American Forests reports that within the Metro urban growth boundary, the tree cover decreased from 19 percent in 1984 to 12 percent in 2000. The same study found that the average tree canopy for the larger Willamette/ Lower Columbia region was 24 percent in 2000, compared to 46 percent in 1972. Maps on the following pages show the comparison for the Metro region between 1984 and 2000.

Another study in progress by Portland State University reports that the tree canopy within the City of Portland covers 26.3 percent, up from 25.1 percent three decades ago. The



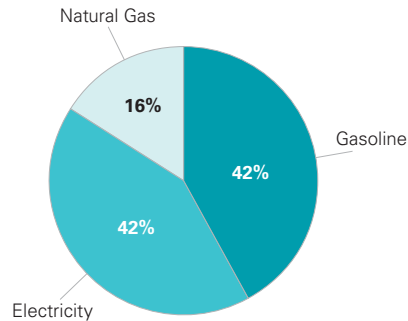
report also suggests that 50 out of 102 Portland neighborhoods have increased tree coverage since 1972, mostly in Northwest and Southwest Portland. These are older, established neighborhoods that have fairly steep terrain and fewer roads.

### Airport Noise

The recent Noise Exposure and Land Use Compatibility Study for the airport tentatively concludes that the noise contours (footprint) will expand beyond the 1996 contours in the near future. As a result, concerns over increasing noise levels from an increasing number of flights will continue as a local and regional issue.

### Carbon Dioxide Emissions Sources, Multnomah County, 2002

Source: Portland Office of Sustainable Development



### Greenhouse Gasses

In 1993, Portland became the first U.S. city to adopt a carbon dioxide reduction strategy. In the past decade, the City has made impressive gains in energy efficiency, transportation options, recycling, and tree planting when compared to national averages.

Carbon dioxide emissions per capita decreased four percent between 1990 and 2002.

### Solid Waste

Portland households dispose almost half the waste compared to the national average. Annually, Portland garbage haulers ship about 1.2 million tons of garbage to landfills in eastern Oregon and other sites. That number grows by 24,000 tons every year.

Portland boasts a recycling rate of household waste among the highest in the country at 53 percent.



### Energy Consumption and Conservation

Overall energy use in all Portland sectors (excluding transportation) increased ten percent between 1990 and 2000, although per capita energy use in Multnomah County decreased from 169.1 million British thermal units (BTU) in 1990 to 156.1 in 2002.

City Bureau's conservation efforts have resulted in more than \$2 million in savings per year on energy bills.

### Water Consumption and Conservation

Portland households consumed 15 percent less water in 2000 than 1992, reducing their average monthly consumption from 72 to 69 gallons per capita per day – a savings of \$33 per year for each household.

Less than half of Portland households water their lawn in the summer months.



### Green Building

To date, Portland has 26 Leadership in Energy and Environmental Design (LEED) certified projects, more than any other city in the U.S. Seattle comes in second with 20 projects and other cities are in single digits.

As of February 2003, 41 commercial and mixed-use buildings, totaling 3.1 million square feet, are implementing green building design and construction practices. Portland's Green Investment Fund and the Portland Development Commission's green affordable housing requirements added another 1,314 units of efficient, durable, and healthy housing to the city.



This map illustrates that watershed boundaries may be more appropriate than neighborhood boundaries for certain planning activities.

Tryon Creek Watershed is expected to grow the most as a percentage of the current population of all the watersheds, although the absolute number is relatively low.

Source: Metro Data Resource Center  
(Traffic Analysis Zone)  
(Numbers of individuals)

Population Range	Color/Pattern
-771 to 0	Light blue with diagonal lines
1 to 397	Light blue
398 to 1,110	Medium blue
1,111 to 2,718	Dark blue
2,719 to 8,715	Dark blue with diagonal lines

Watershed Boundary

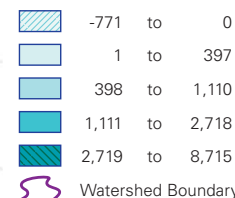
0 0.5 1 2 Miles

Planning

*This map illustrates that watershed boundaries may be more appropriate than neighborhood boundaries for certain planning activities.*

*Tryon Creek Watershed is expected to grow the most as a percentage of the current population of all the watersheds, although the absolute number is relatively low.*

Source: Metro Data Resource Center  
(Traffic Analysis Zone)  
(Numbers of individuals)







CITY OF PORTLAND, OREGON  
BUREAU OF  
**Planning**



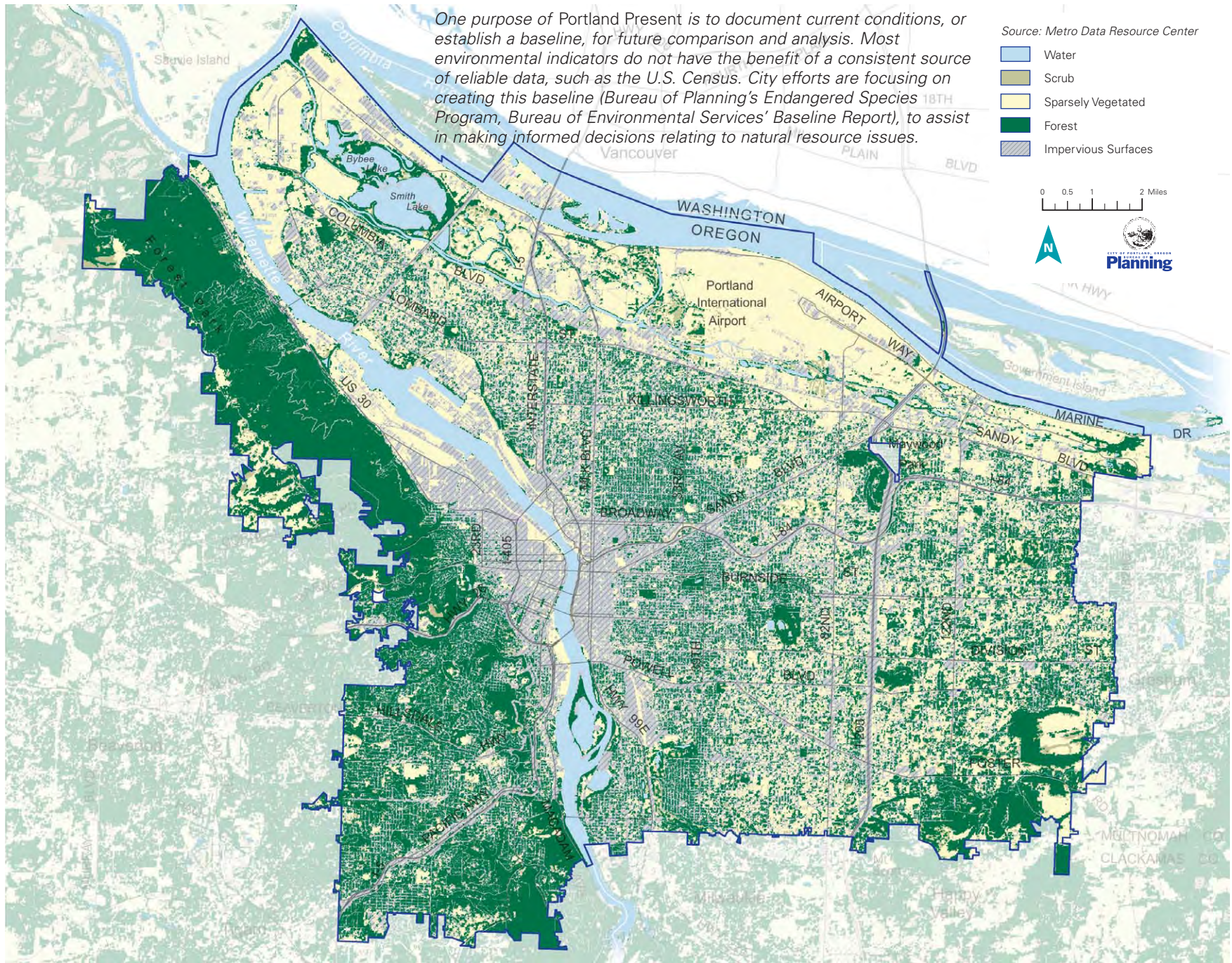
## LAND COVER

One purpose of Portland Present is to document current conditions, or establish a baseline, for future comparison and analysis. Most environmental indicators do not have the benefit of a consistent source of reliable data, such as the U.S. Census. City efforts are focusing on creating this baseline (Bureau of Planning's Endangered Species Program, Bureau of Environmental Services' Baseline Report), to assist in making informed decisions relating to natural resource issues.

Source: Metro Data Resource Center

-  Water
-  Scrub
-  Sparsely Vegetated
-  Forest
-  Impervious Surfaces

0 0.5 1 2 Miles

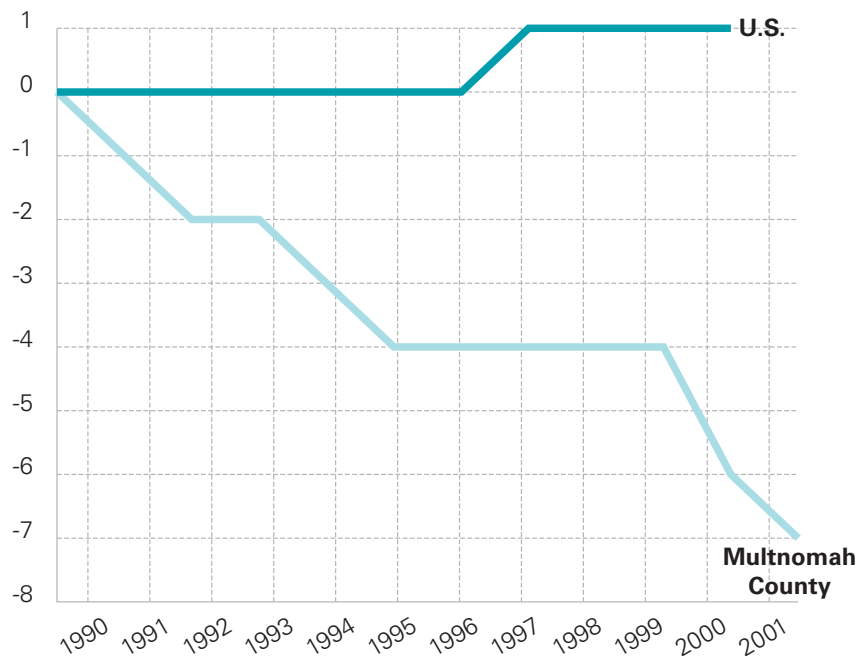




# CARBON DIOXIDE EMISSIONS

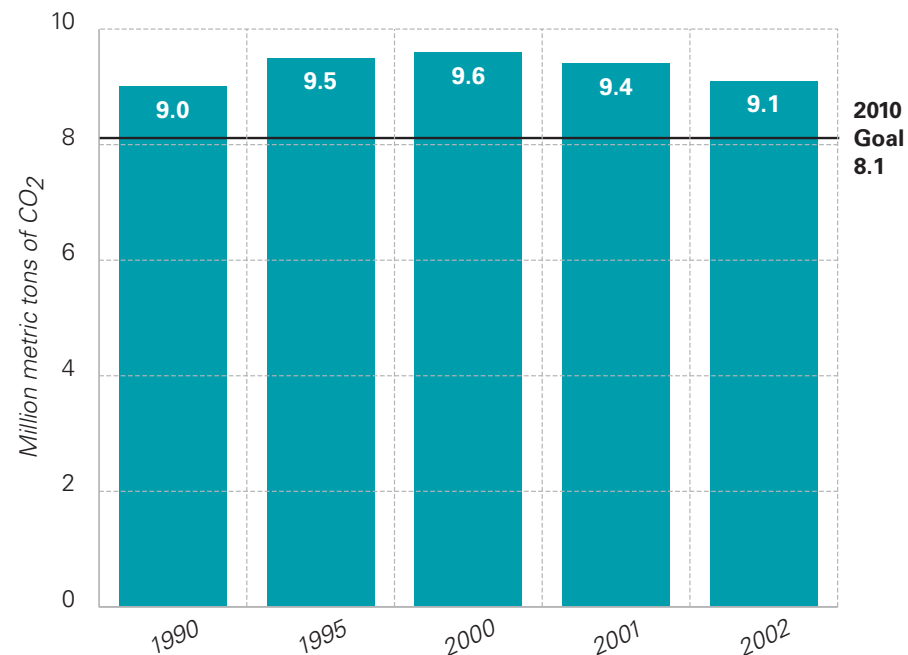
## Multnomah County vs. U.S. Per Capita CO<sub>2</sub> Emissions Percent Change from 1990 Levels

Source: Portland Office of Sustainable Development



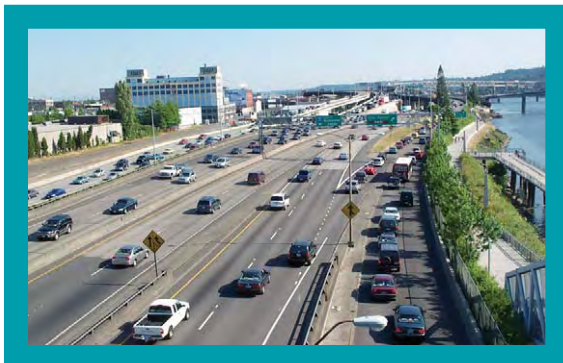
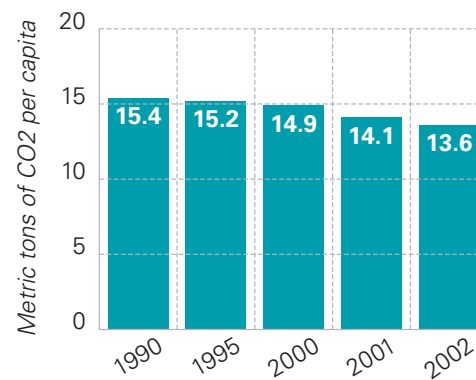
## Total CO<sub>2</sub> Emissions in Multnomah County, 1990–2002

Source: Portland Office of Sustainable Development



## Per Capita Carbon Dioxide Emissions Multnomah County, 1990–2002

Source: EIA, <http://www.eia.doe.gov/>

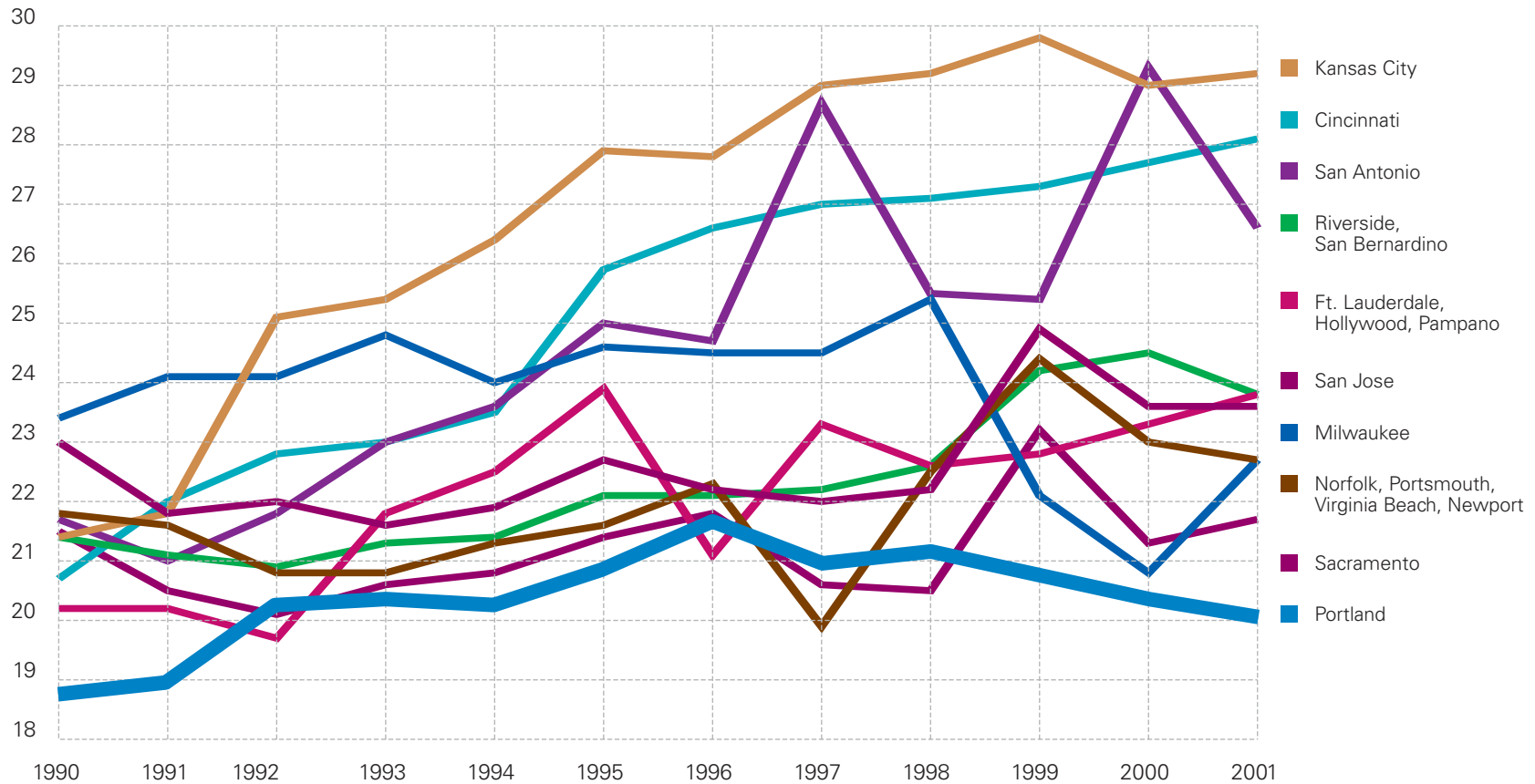


Portland is doing well reducing the per capita CO<sub>2</sub> emissions as compared to the rest of the nation.

City Council in 2000 adopted a goal of reducing the total amount of CO<sub>2</sub> emitted to 8.1 metric tons by the year 2010. Portland is struggling to meet that goal.

# Vehicle Miles Traveled Per Capita In Portland Metro Area Compared With Cities of Similar\* Population Size

Source: Federal Highway Administration



Vehicle miles traveled is the average number of miles a person drives each day. Portland metro area residents drive less on average than residents in U.S. cities of comparable size.

\*Within 250,000 plus and minus of Portland's Estimated Population for Each Year

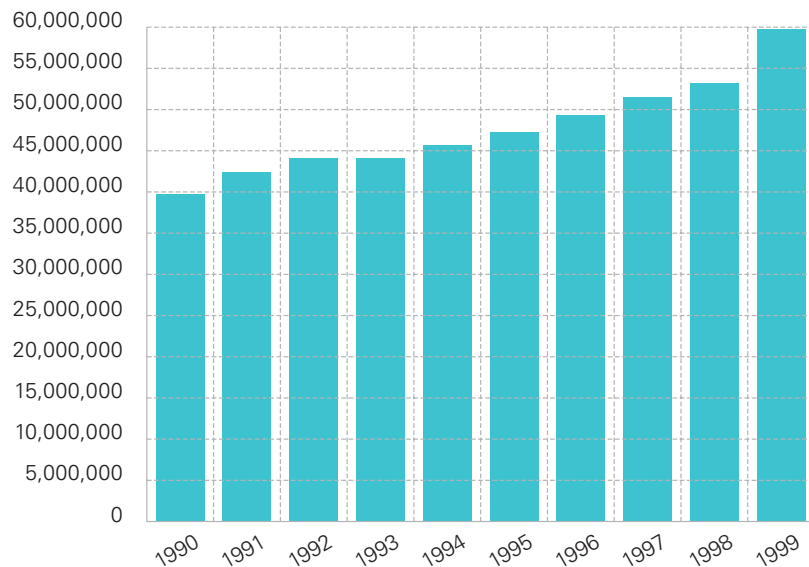


# TRANSIT USAGE, ENERGY USE BY FUEL

## Transit Usage

Source: TriMet

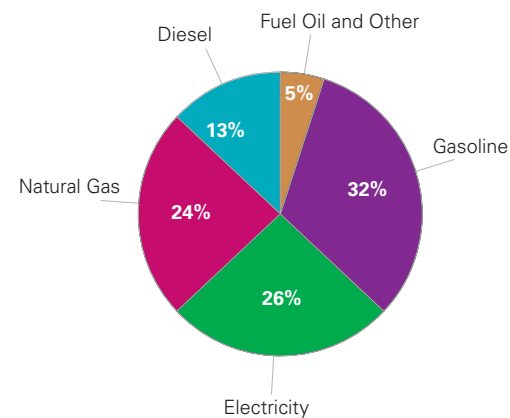
TriMet ridership increased 50 percent between 1990 and 1999.



The number of people using transit continues to increase each year, partially due to population increases.

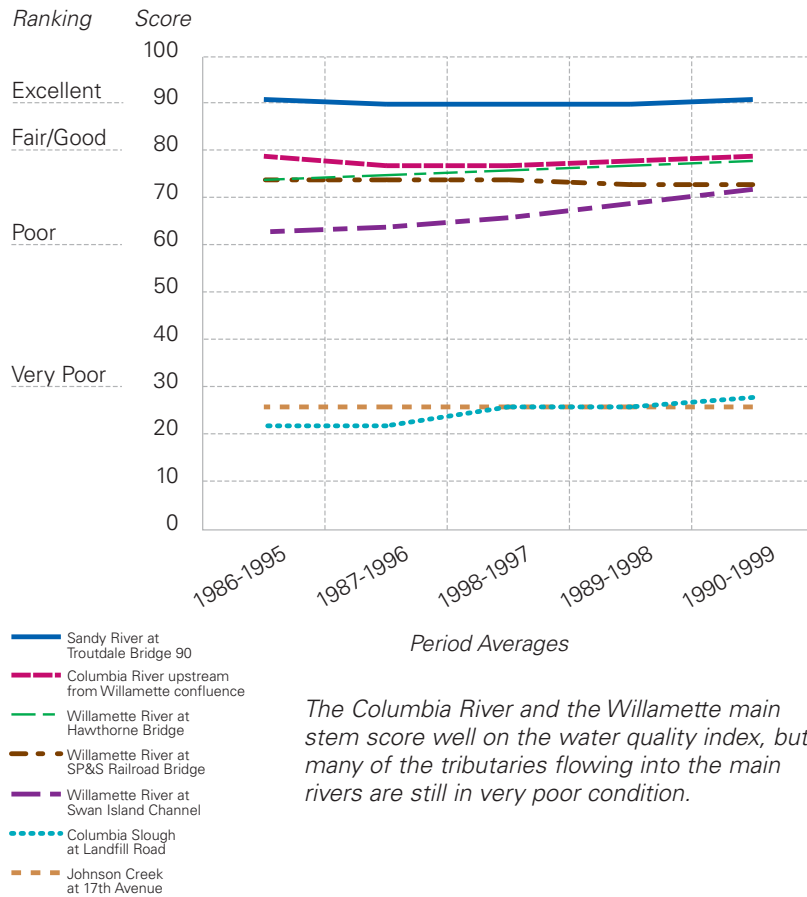
## Forms of Energy Used in Multnomah County, 2002

Source: Portland Office of Sustainable Development



## Water Quality Index Scores, Multnomah County

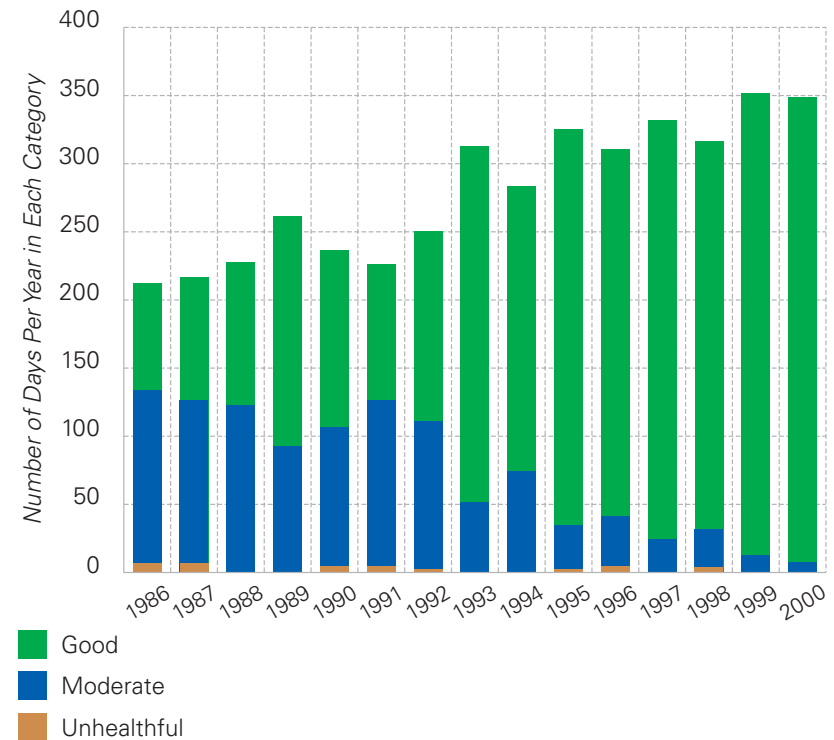
Source: Oregon Department of Environmental Quality



The Columbia River and the Willamette main stem score well on the water quality index, but many of the tributaries flowing into the main rivers are still in very poor condition.

## Air Pollution Index, Portland-Vancouver Area

Source: Department of Environmental Quality, Air Quality Division



Air quality has improved steadily, but hot summer days still prompt DEQ to issue Hot Weather Health Watch for smog-sensitive individuals.



## REGIONAL TREE COVER 1984

Source: American Forests

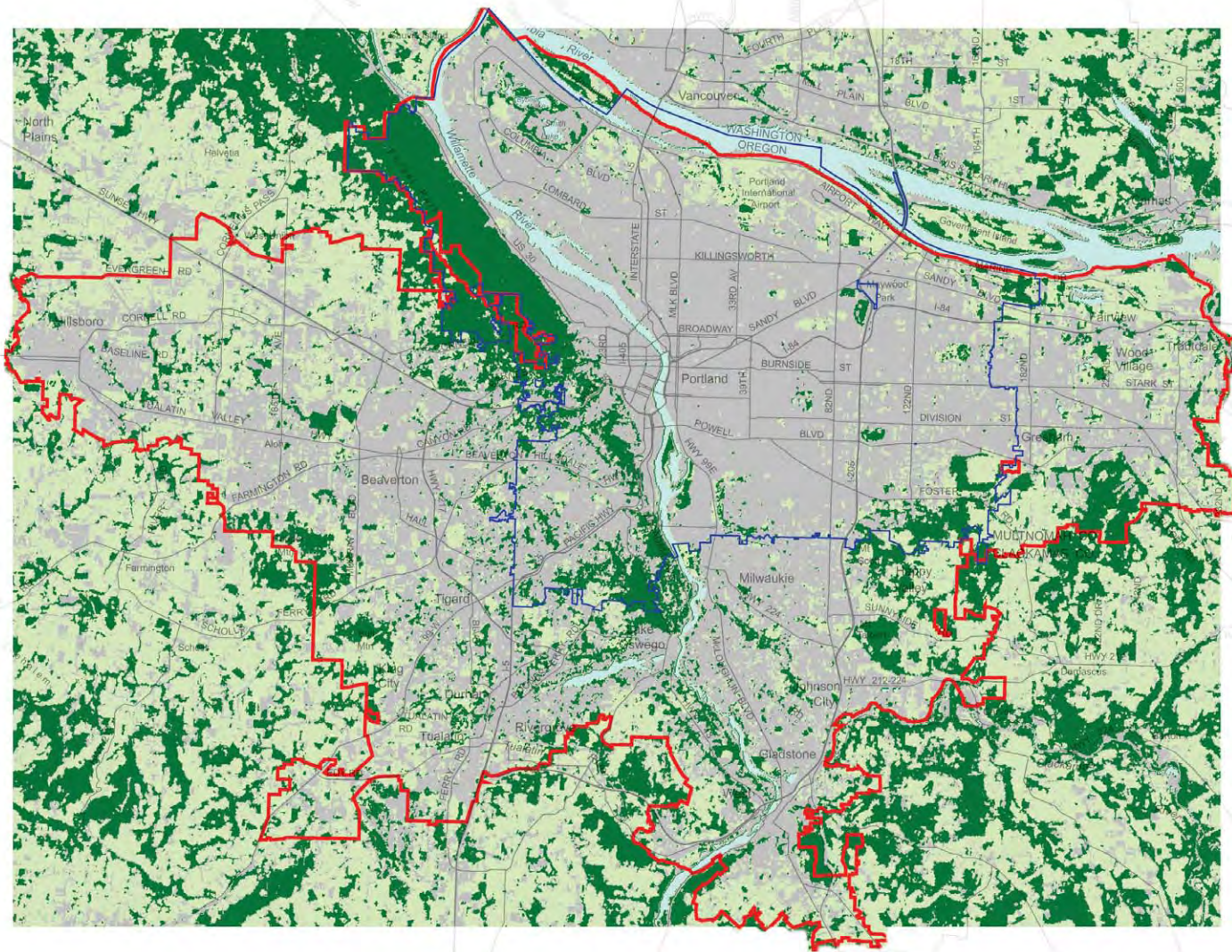
— City Boundary

— Urban Growth Boundary

0 0.5 1 2 Miles



*These images were created by American Forests, a nonprofit organization that uses satellite images to compare tree canopy over time.*





# REGIONAL TREE COVER 2000

## Tree Cover Change by Watershed

Source: American Forests

### Willamette Watershed

	1972	2000	% change
<20% Canopy	66%	84.8%	28.4%
20-49% Canopy	2.8%	3.1%	10.6%
>50% Canopy	31.2%	12.1%	-61.1%

### Lower Columbia Watershed

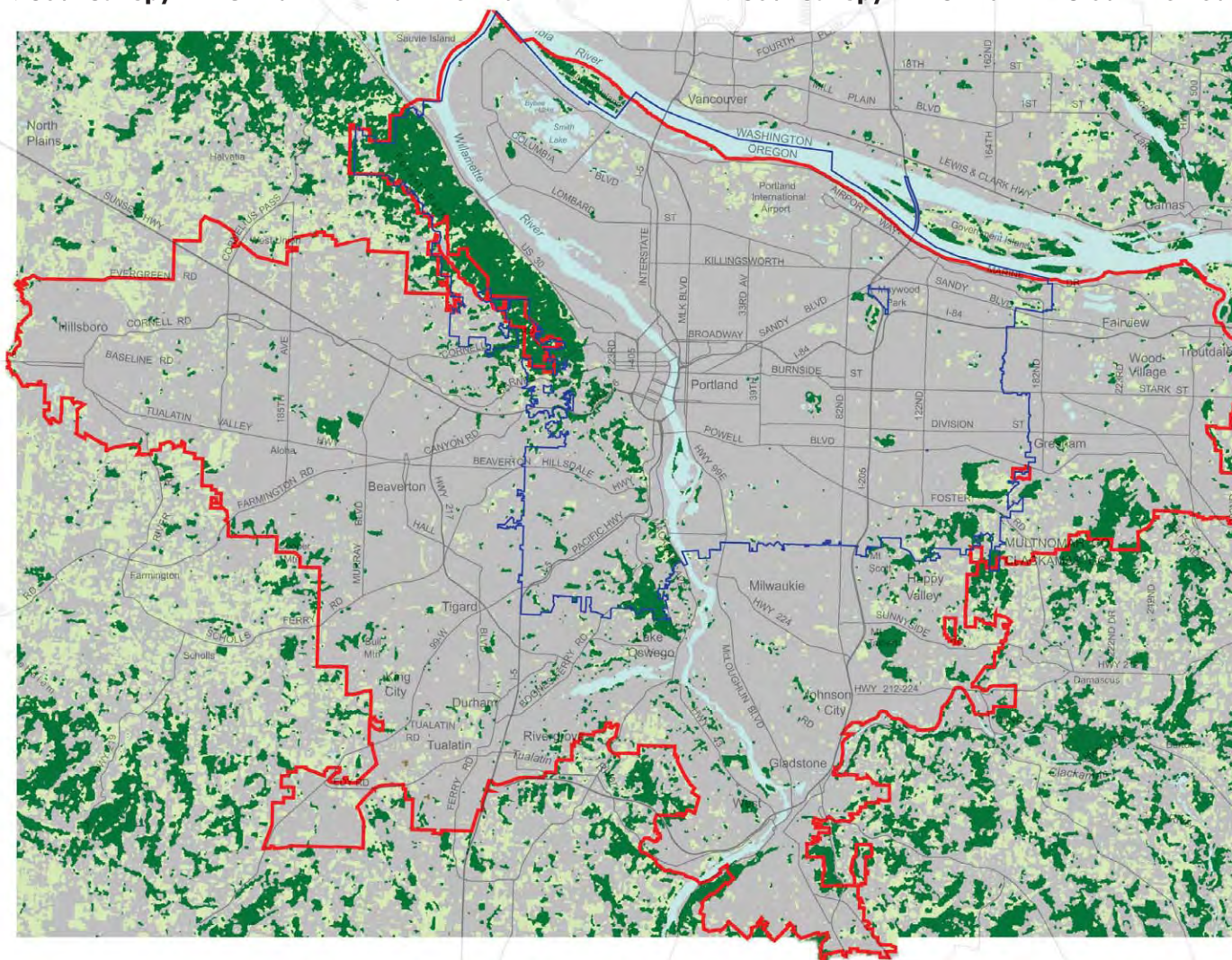
	1972	2000	% change
<20% Canopy	43.3%	77.4%	78.6%
20-49% Canopy	3.0%	3.6%	22.4%
>50% Canopy	57.7%	19.0%	-64.6%

Source: American Forests

City Boundary

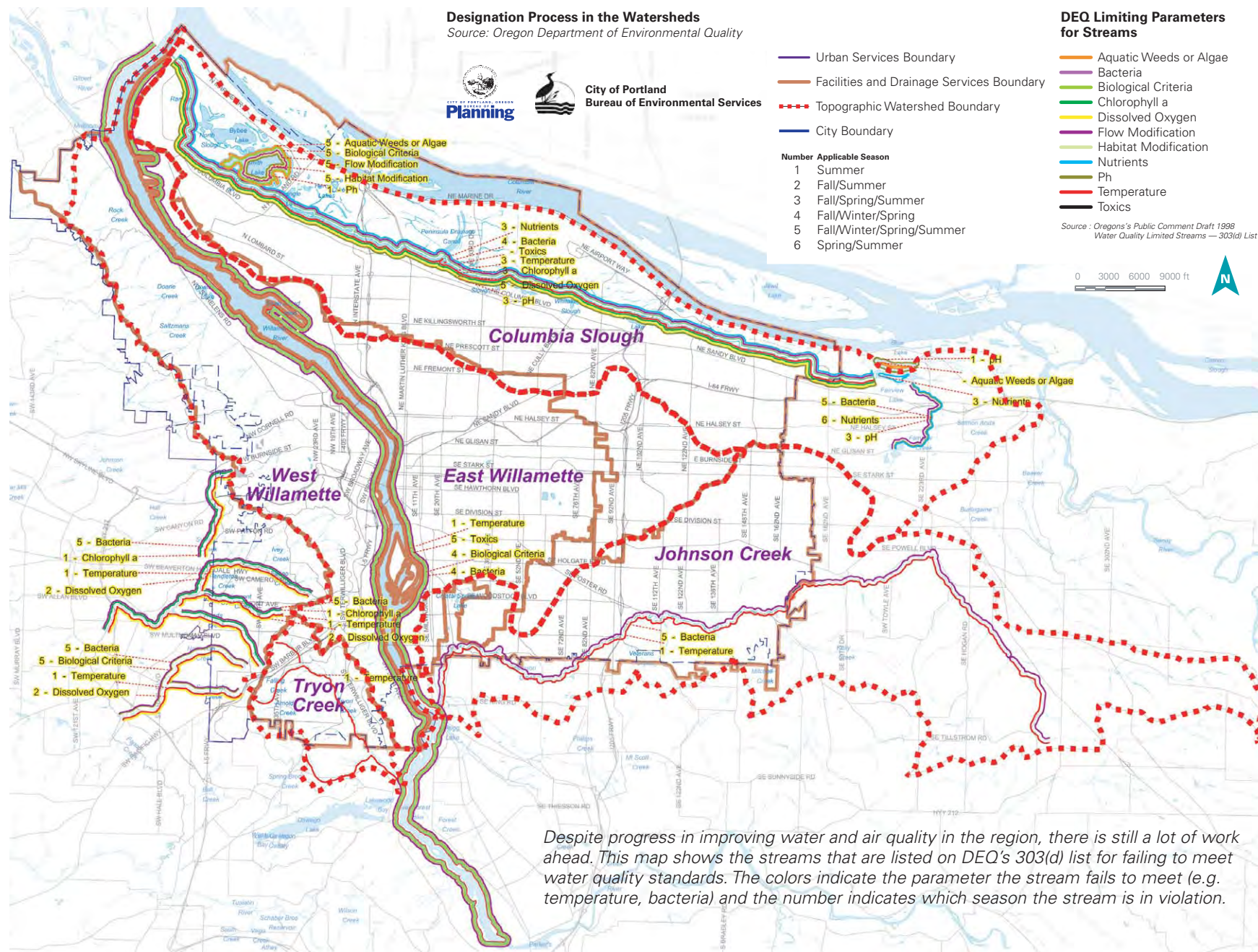
Urban Growth Boundary

0 0.5 1 2 Miles





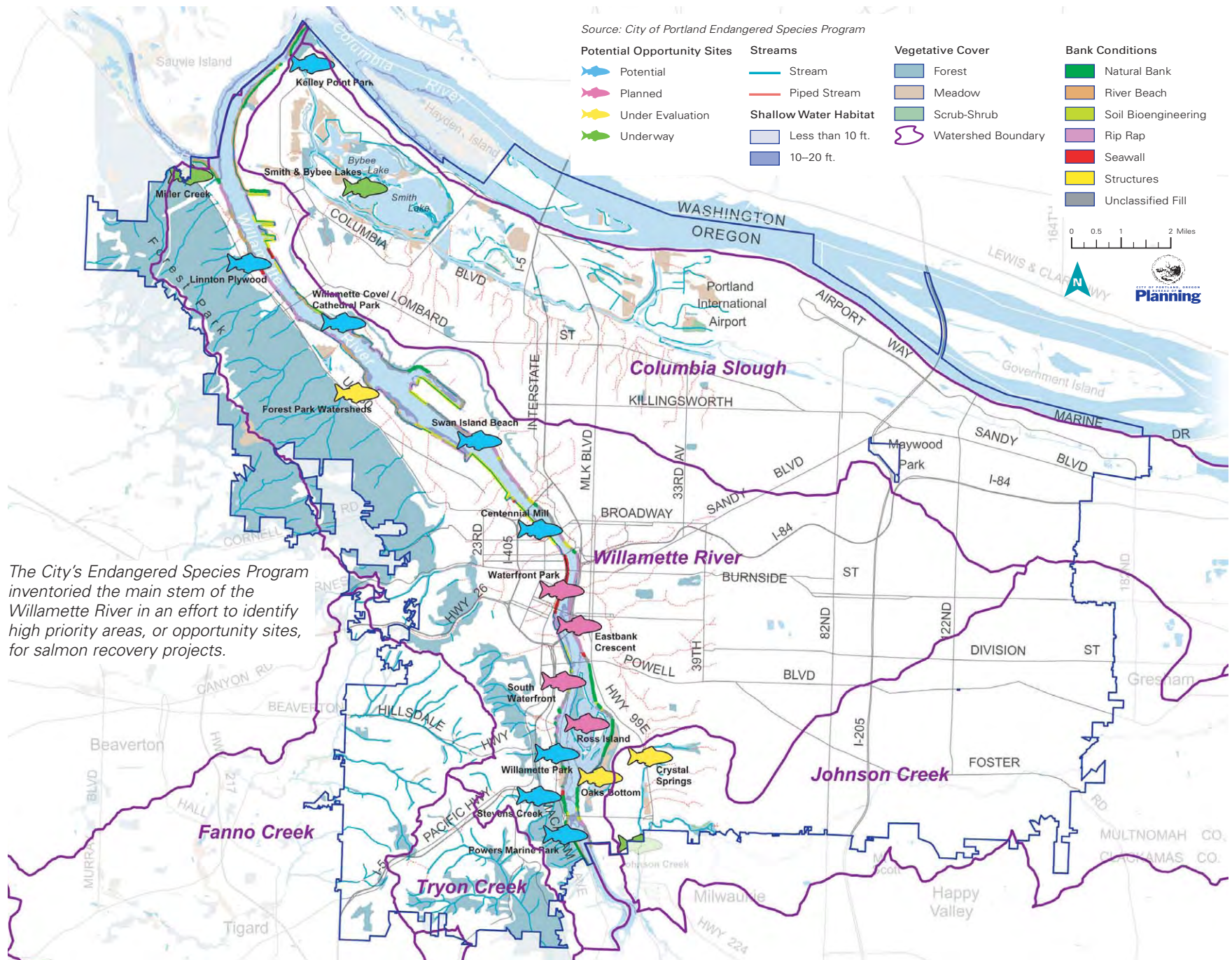
# INTEGRATED WATERSHED PLAN – STREAM STATUS FROM DEQ 303(D)





## EARLY OPPORTUNITY AREAS FOR SALMON RECOVERY

Source: City of Portland Endangered Species Program



The City's Endangered Species Program inventoried the main stem of the Willamette River in an effort to identify high priority areas, or opportunity sites, for salmon recovery projects.







Over the past ten years, public ratings of neighborhood livability have increased.

New residential development is scattered throughout the city, but 58 percent of new multifamily units are in Metro 2040 center areas.

Metro 2040 centers continue to be zoned for higher densities than the market is currently building.

The design of infill development is often characterized as disappointing or substandard.



## OVERVIEW

**A**s noted in previous sections, significant growth in the City of Portland and region has occurred in the past decade.

### Neighborhood Satisfaction

Citywide, perceived neighborhood livability has increased. Some neighborhoods have experienced significant gains in perceived livability in the past ten years, while other neighborhoods are stagnant or remain at lower perceived livability levels.

The most recent data indicate that neighborhood satisfaction may have peaked, with recent declines in many areas, particularly for water, sewer, streets, and police.

### Crime

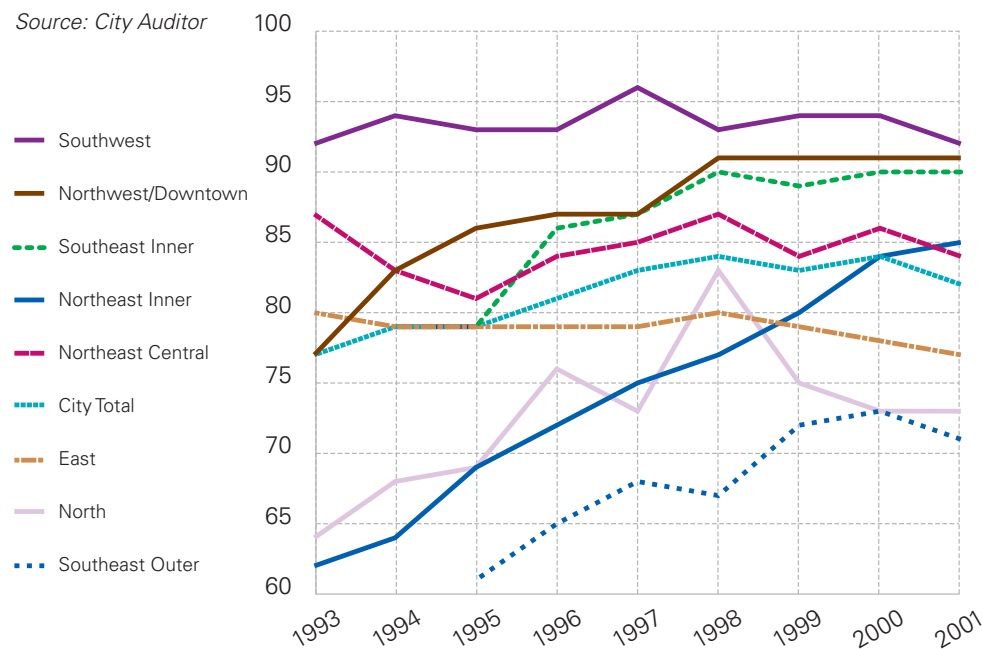
Despite a few recent increases in crime statistics, serious personal and property crimes in Portland have declined in the last decade. Generally, areas on the westside and on the eastside close to downtown have experienced the greatest percentage decrease in crime.

Car thefts and other “household victimization”—crimes such as vandalism, theft, and burglaries—are still at high levels. Graffiti removal efforts and environmental design efforts can abate the impact and occurrence of these crimes.



### Neighborhood Livability — Percent Responding “Good” or “Very Good”

Source: City Auditor



## Residential and Nonresidential Permit Activity

Residential permit information shows single family development scattered fairly evenly throughout the city. There are noteworthy concentrations of single family activity in Outer Southeast Portland and the area of Forest Heights in the northwest. The data show that 58 percent of multifamily units (apartments, rowhouses, and duplexes) were built in 2040 mixed use areas (centers and main streets) between 1997 and 2002. Over 70 percent of the larger projects with 40 or more units were built in 2040 areas.

Urban renewal districts provide some foci of multifamily residential development activity, although these urban renewal districts do not correspond entirely with Metro's *2040 Growth Concept* map.

The 2040 analysis design type areas depicted on the following pages were developed by the Bureau of Planning for Metro's *Urban Growth Management Functional Plan* compliance purposes in February 1999. Most boundaries are not official and have not been adopted by the City. Specific boundaries will change as specific local planning processes occur. Therefore, additional work is

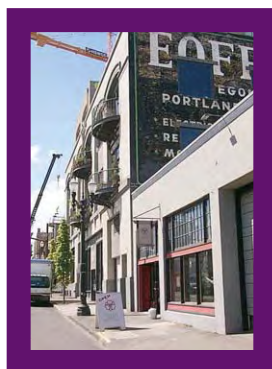
needed by the City to fully implement the *2040 Growth Concept*.

Despite the positive development trends in the 2040 centers, little development is being built at the densities allowed in these areas. This suggests that the zoning in many 2040 centers is still considerably ahead of the market.

A closer look at recent development in 2040 areas reveals that it has required public subsidy in one form or another. For example, innovative projects that embody transit orientation, mixed-income, or mixed-use goals have been the products of public-private partnerships assisted

with public funds such as block grants, tax increment financing, or limited property tax abatements. Brownfield redevelopment has also required public-private partnerships, such as South Waterfront Park and River Place.

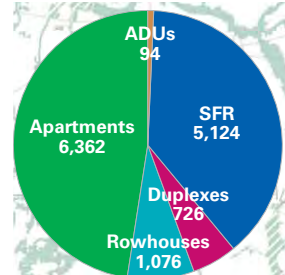
An additional finding is that Portland's commercial areas exhibit differing levels of vitality. Only a few of the 2040 centers are meeting Metro's goals for urban form and mix of goods and services. Commercial areas' health is determined by a combination of factors, particularly physical form, market niche, surrounding demographics, and accessibility.





### ***New Housing Units by Type 1997–2002***

Housing Type	Count
Apartments	6,362
SFR	5,124
Rowhouses	1,076
Duplexes	726
ADUs	94



**Metro's Adopted Goal 5 Areas, May 2002**

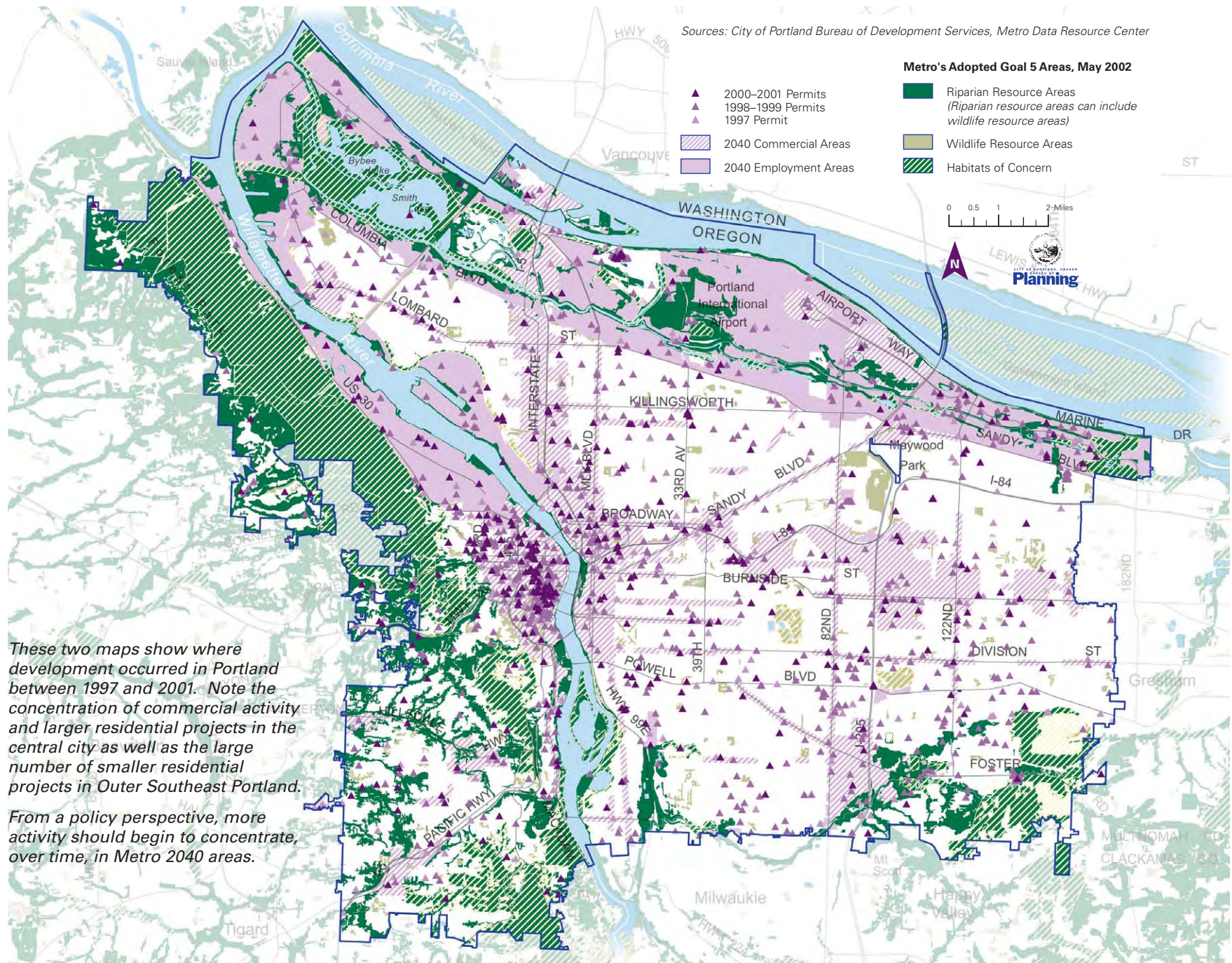
- Metro's Adopted Goal 5 Areas, May 2002**
- 1 unit  
2-25 units  
26+ units
- 2000-2001  
1998-1999  
1997
- 2040 Commercial Areas  
2040 Employment Areas
- Riparian Resource Areas  
*(Riparian resource areas can include wildlife resource areas)*
- Wildlife Resource Areas  
Habitats of Concern





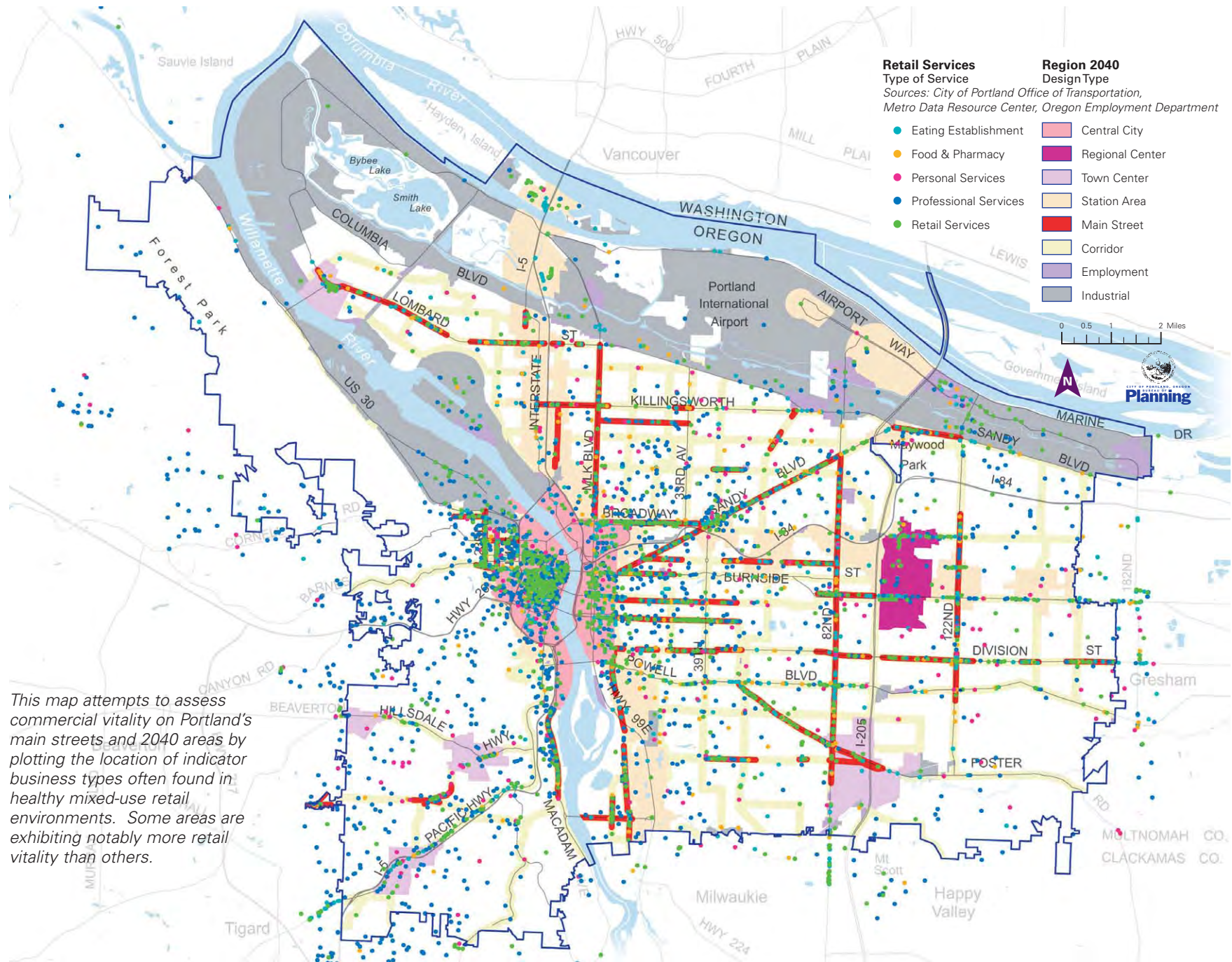
## NON-RESIDENTIAL PERMIT ACTIVITY

Sources: City of Portland Bureau of Development Services, Metro Data Resource Center





## RETAIL SERVICES





## Infill Design

While City design goals calling for higher-density residential development to be concentrated near transit areas are being realized, the design of individual development is often not fulfilling community expectations. Planning projects have identified a community desire for infill development to contribute to a pedestrian-oriented streetscape and to respect desired neighborhood character. The diagram in *Building Blocks for Outer Southeast Neighborhoods* (1996) is one example.

Frequently, however, infill development falls short of these expectations, with building facades dominated by driveways and garages. New base zone design standards address this issue for single-family residential development, but few such design controls apply to most multifamily development outside the central city (60 percent of new multifamily development in Outer East Portland, for example, feature street frontages devoted primarily to parking).

Multi-unit buildings especially should contribute to the street.

Provide an interesting building wall facing the street.  
Plant street trees & planting strips.  
Plant more generous landscaping in setbacks than required  
-Use a variety of landscaping materials, including flowering plants.



An active building edge with windows, entries and balconies contributes to this streetscape.

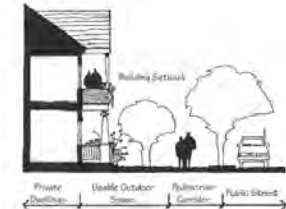
The wider the planting strip, the larger the type of tree that will thrive and the better the streetscape.

The use of a fence or a change in level can be combined with landscaping to help distinguish between public and private space. (Not shown)

STREETSCAPE



NO LAYERS, NO INDIVIDUAL ENTRIES



LAYERS, PRIVATE OUTDOOR SPACES: Porches & balconies provide transition between the street's public life and private interiors.

MULTI-DWELLING 31

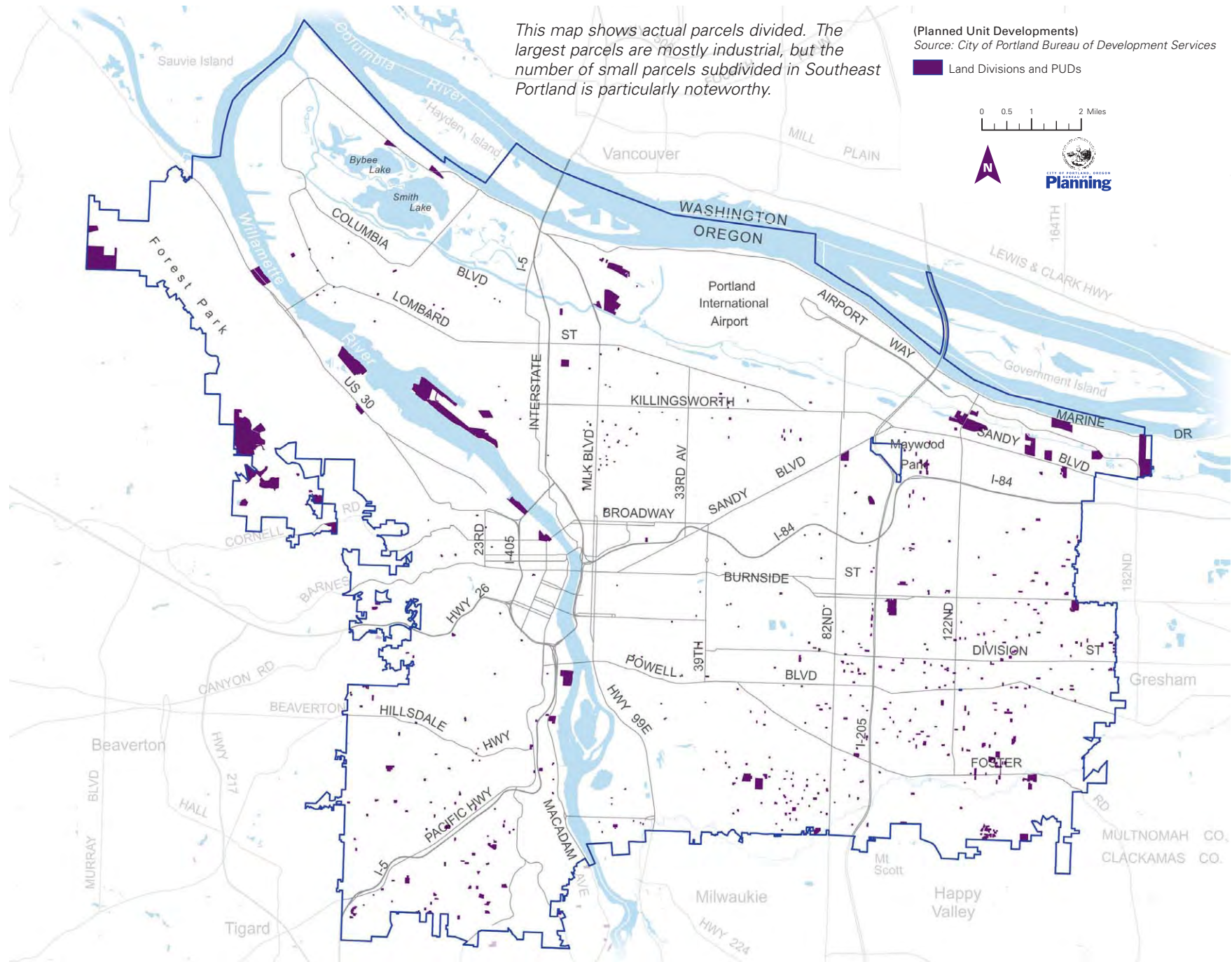




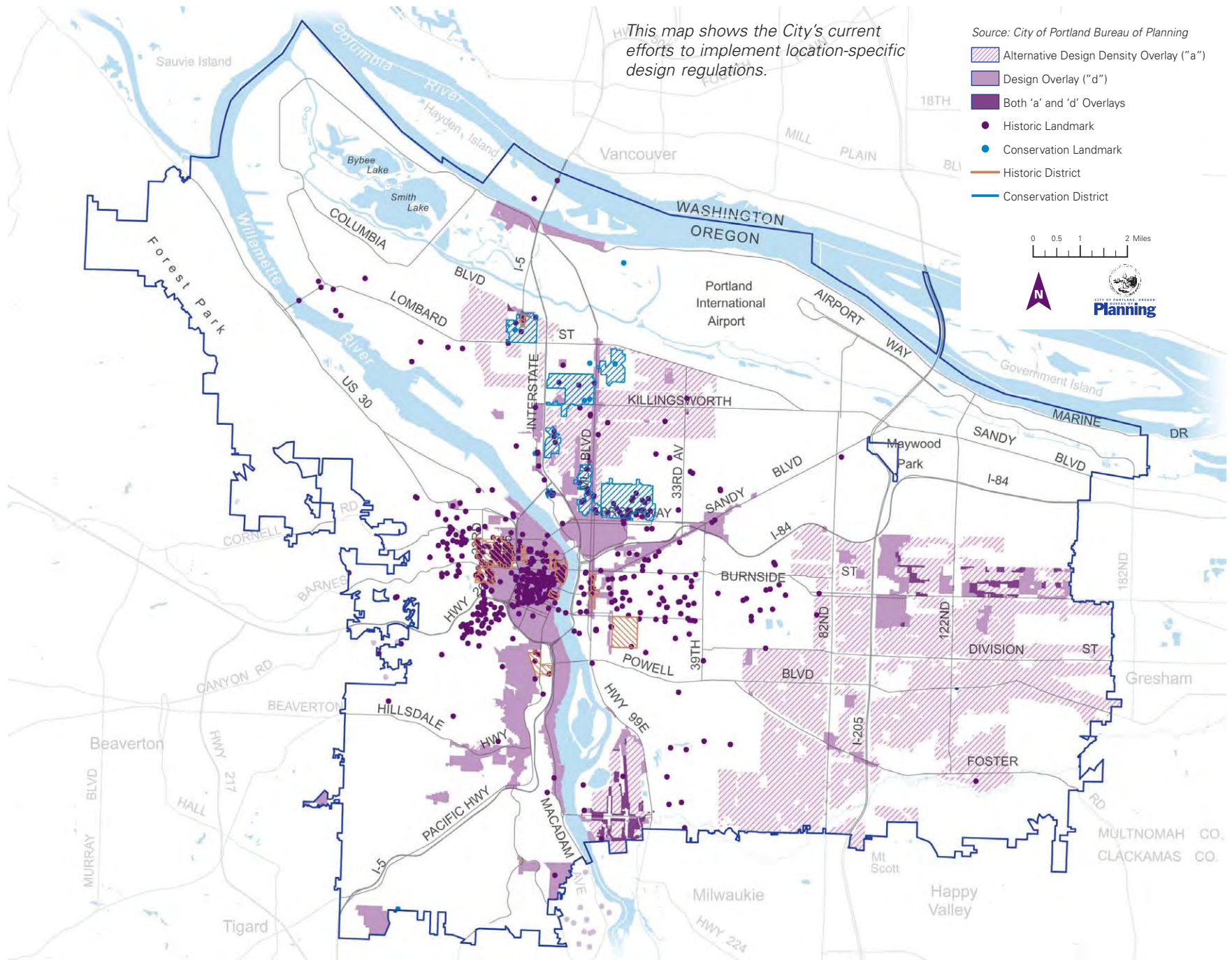
## LAND DIVISIONS AND PUDS 2000-2003

*This map shows actual parcels divided. The largest parcels are mostly industrial, but the number of small parcels subdivided in Southeast Portland is particularly noteworthy.*

(Planned Unit Developments)  
Source: City of Portland Bureau of Development Services  
Land Divisions and PUDs



## DESIGN RELATED REGULATIONS





## HISTORIC RESOURCES

### Historic Districts and Conservation Districts

Since 1990, five Historic Districts and seven Conservation Districts have been designated.

Historic Districts are resources of local, state, or national significance. Portland currently has ten Historic Districts, all are listed in the National Register, with a total of approximately 1,200 resources. The districts are geographically interspersed throughout the city and are shown on the Design Related Regulations map.

- East Portland/Grand Avenue Historic District (1991)
- King's Hill Historic District (1991)
- South Portland Historic District (1998)
- Alphabet Historic District (2000)
- Kenton Commercial Historic District (2001)

Conservation Districts are resources of local or neighborhood significance. There are approximately 4,600 resources in seven districts. All of these districts were designated in 1993 and are located in the northeast and north sections of the city.

- Eliot Conservation District
- Irvington Conservation District
- Kenton Conservation District
- Mississippi Conservation District
- Piedmont Conservation District
- Russell Street Conservation District
- Woodlawn Conservation District





**W**hile copious data were collected from many sources for this report, staff barely scratched the surface of what is potentially available. In an effort to ensure that major issues faced by the community were not overlooked during data collection, staff conducted a key issue-identifying exercise with a variety of stakeholder groups.

During fall 2002, planning staff met with the Mayor and her staff, the Portland Planning Commission, the Portland neighborhood association land use chairs, and staff from all divisions within the Planning Bureau. At these meetings, participants were presented with large format blank maps of the city and a range of colored markers. They were then asked to identify what they perceived to be the most important planning and development-related issues for the next five to ten years.

The results of these hand-drawn “idea” maps were then compiled into the four maps on the following pages. To make the maps more readable, staff separated the issues into four categories: development opportunities and issues, environmental issues, social and cultural issues, and transportation issues. These maps are conceptual and contain inaccuracies. In compiling the various perceptions on the hand-drawn maps into the maps included here, the primary objective was to transcribe the ideas as shown. Recognizing that it would be useful to identify common misconceptions, staff made no effort to correct locational or conceptual errors on these maps.

In addition to the issues portrayed graphically on the following maps, the stakeholder groups identified a variety of additional issues that did not lend themselves to mapping. Some of the issues most frequently mentioned included:

- Affordable housing and the location of single-room-occupancy facilities and group homes.
- Maintaining quality education and the status of Portland’s schools.
- Environmental equity and the equitable distribution of services across the city.
- The increasing need for and demands on regional open space.
- Encouraging and supporting local businesses.
- Programming and service levels in Portland Parks.
- The challenge of maintaining neighborhood character while accommodating new construction.
- Property tax system challenges and the balance between residential and commercial burden.
- The importance of achieving economic recovery.



## OVERVIEW



## Development Opportunities

The Scan team conducted this exercise prior to the collection of data. The team sought subjective input on issues facing the City from Bureau of Planning staff, the Planning Commission, the Mayor's Office, and the Sustainable Development Commission. The following idea maps combine input from the various groups relating to four topics: development opportunities and issues, environmental issues, social/cultural issues, and transportation issues. The intent of the exercise was to focus the collection of data and to help determine if there was sufficient data to back up specific issues.

Participants consistently identified areas with potential for redevelopment, such as South Waterfront, and areas experiencing significant transitions in demographics, such as East Portland. Also identified, and confirmed by data, are the major housing growth areas in Northwest and Outer Southeast Portland. Participants identified main streets that are not performing as planned, as well as potential for new communities along future light rail lines and in two of Portland's large railyards with uncertain futures.

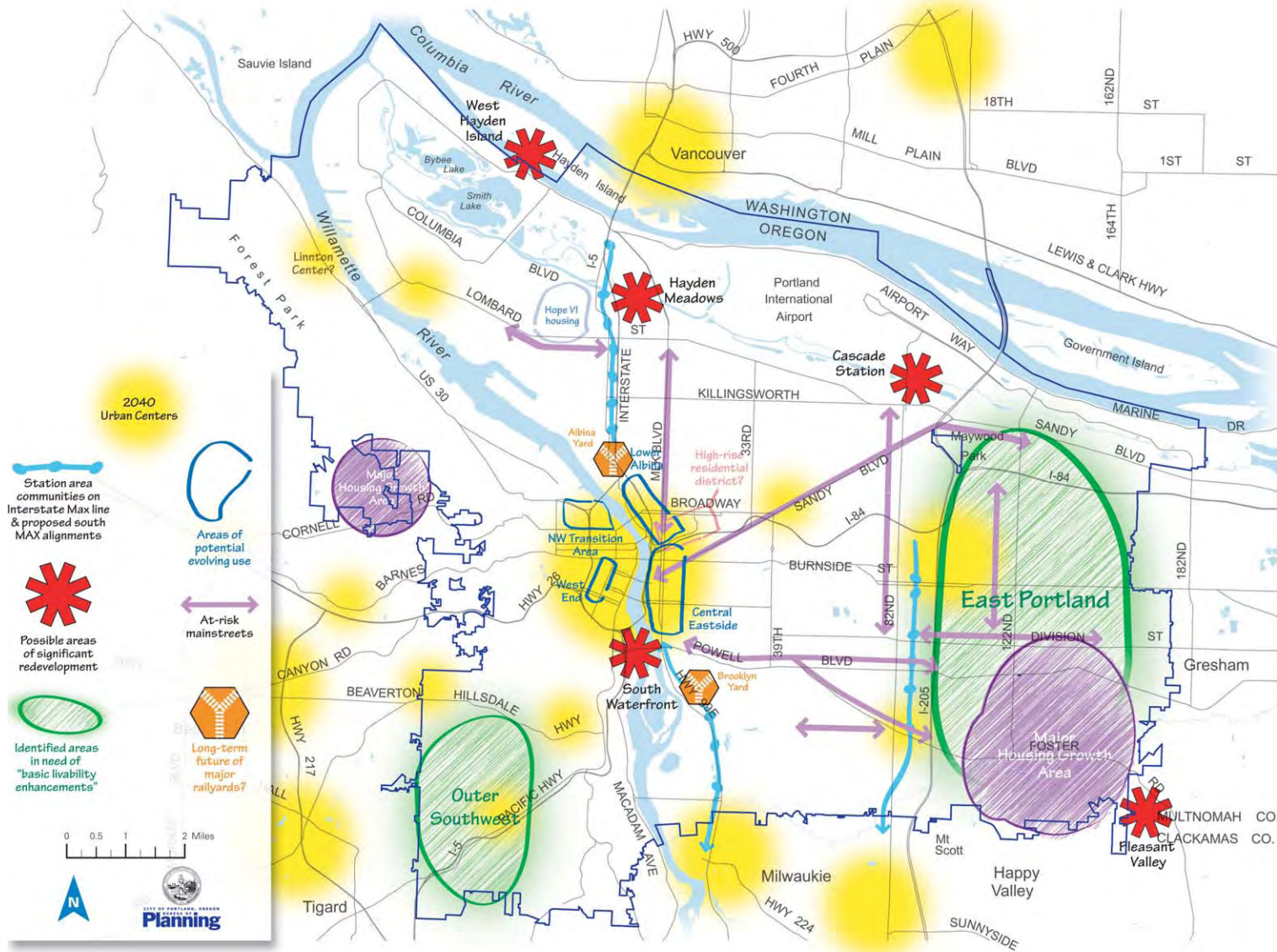
## Evaluation of Planning Tools

In addition to collecting information from the stakeholders on important issues facing the City, planning staff conducted an evaluation of the effectiveness of planning tools used by the City. The evaluation produced the following short list of observations:

- Irregular evaluation of effectiveness: The City does not frequently make it a priority to do ongoing evaluation of completed projects.
- Inconsistent use of full range of available tools: The City has a wide variety of tools at its disposal; however, the full range is not always considered when ascertaining how to best achieve the stated objectives. Tools like networking and advocacy are sometimes overlooked in favor of traditional tools like regulation.
- Tools align with traditional planning issues not with new areas of interest: Issues long addressed in City policy, like affordable housing and transportation choices, are generally the target of many of the City's tools. Newer issues like habitat restoration and endangered species are not always as well addressed by the full range of tools.
- The Portland *Comprehensive Plan* is dated and not used as an effective guide: Parts of the *Comprehensive Plan* have not been updated since 1980. In addition, the document no longer serves to actively guide the Bureau of Planning's work program as it was once intended. More often than not, the *Comprehensive Plan* now serves more as a "record" of planning work than a guide.
- Uncoordinated capital planning: The planning, construction, and maintenance of City infrastructure is only partially coordinated among bureaus and agencies. *The Public Facilities Plan* has not been updated since the late 1980s.
- City regulations, in particular the *Portland Zoning Code*, continue to increase in complexity: Driven by the desire to respond to business and neighborhood constituents' particular needs and concerns, the *Zoning Code* continues to get longer and more complex.

## DEVELOPMENT OPPORTUNITIES

# Process



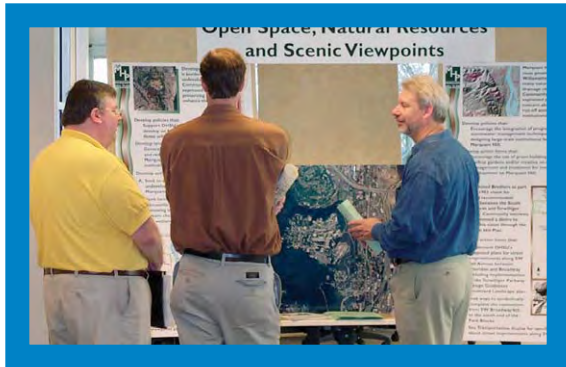
These maps are a compilation of the main issues facing Portland, as collected from the stakeholder groups.



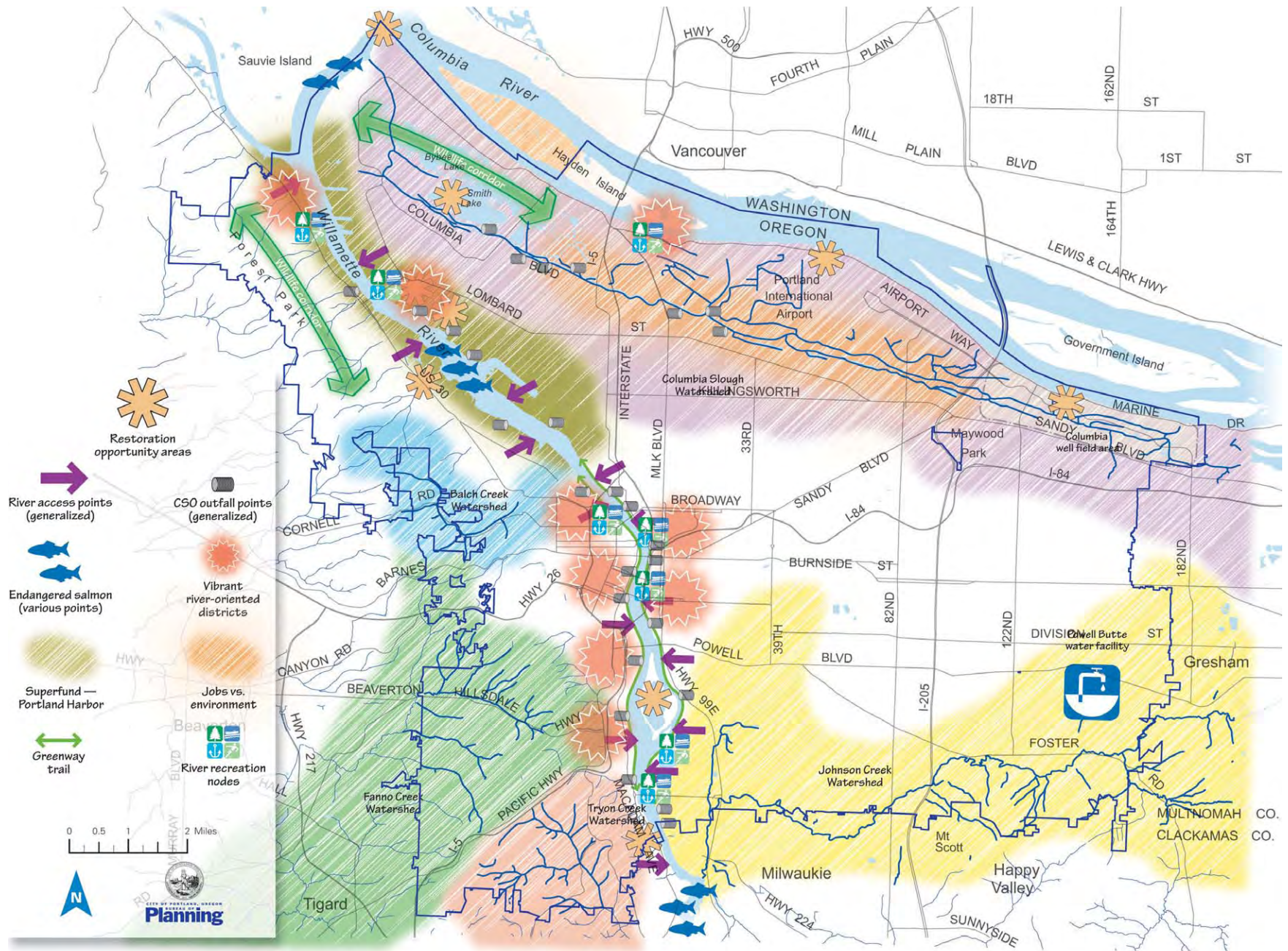


## Environment

*Environmental issues are rarely defined by one city or even one watershed. The map shows Portland's watersheds and the major issues facing the region. Specifically, participants identified the City's efforts to address the combined sewer overflow problem, the recovery of endangered fish, the siting of future water facilities, and the recovery of Superfund designated sites. Opportunities identified include the creation of vibrant river oriented districts connected by a successful greenway, daylighting creeks to expand fish habitat, and protecting corridors for wildlife to move in and out of the city.*







These maps are a compilation of the main issues facing Portland, as collected from the stakeholder groups.



## SOCIAL & CULTURAL ISSUES

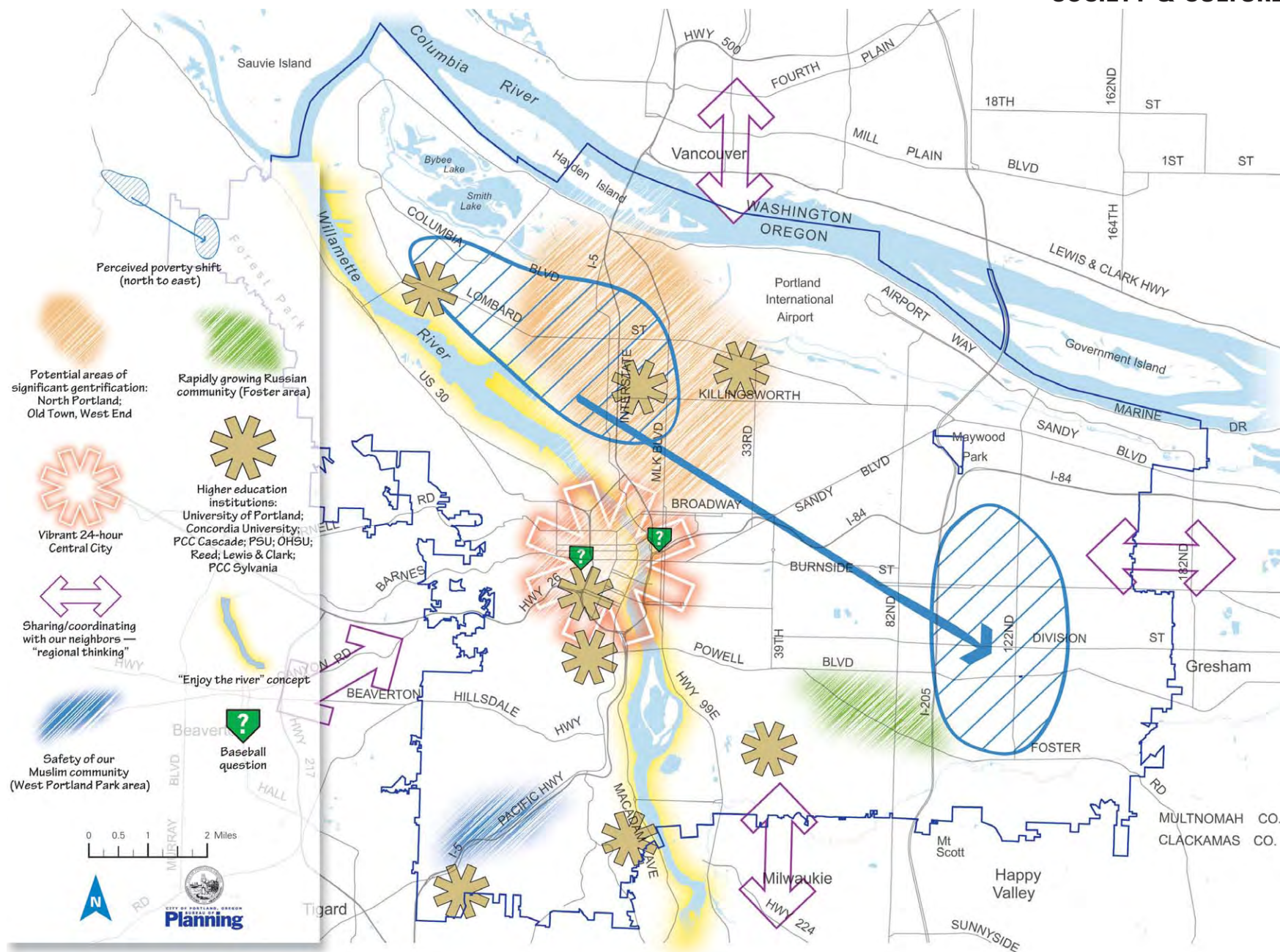


### Society & Culture

Social and cultural issues were far ranging in scope, from the question of a possible new professional baseball stadium to the perceived shift in poverty from North Portland to the east. As mentioned in the Income and Poverty section, the data do not support this perception of a shift in poverty, rather the data illustrate how poverty is still concentrated in North Portland with the east experiencing increased levels of poverty.

Participants identified concern for the safety of Portland's Muslim community, areas experiencing potential gentrification, a desire for a vibrant 24-hour Central City, and the significance of Portland's higher education institutions. In addition, it is apparent that working with regional partners on a variety of social issues is important to addressing many of the issues facing Portland. And finally, participants identified the Willamette River as an integral part of the city, a theme currently being explored through the City's River Renaissance project.

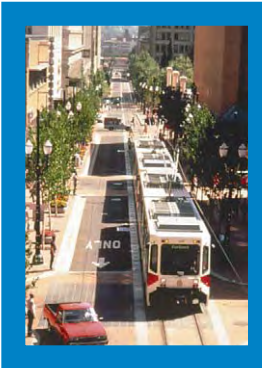
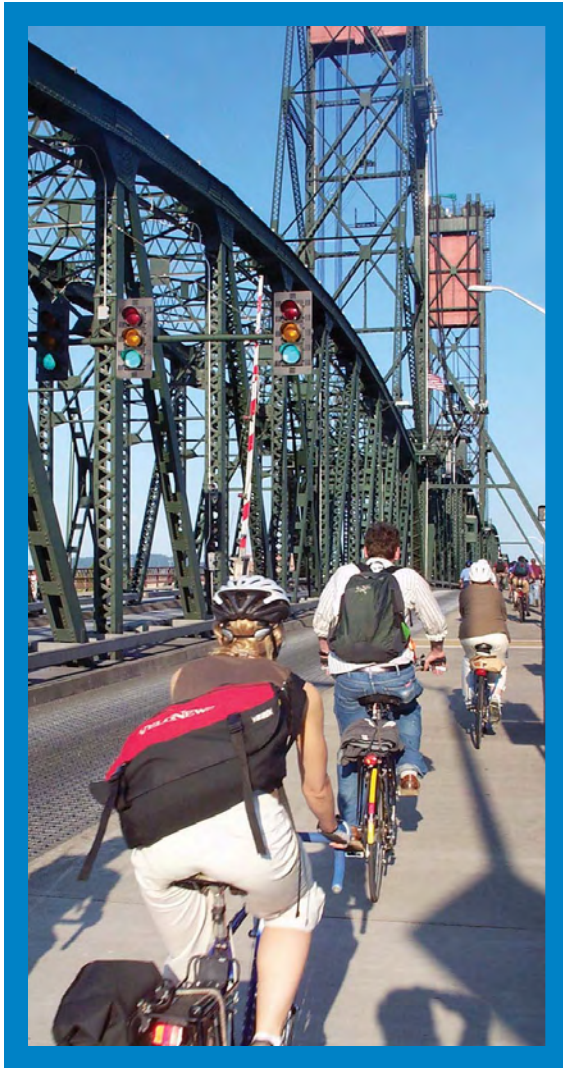
## SOCIETY & CULTURE



These maps are a compilation of the main issues facing Portland, as collected from the stakeholder groups.



# TRANSPORTATION ISSUES



## Transportation

Participants identified a number of issues related to transportation, but even more opportunities for the future were identified. While parts of Southwest and Outer Southeast Portland have many substandard roads and few sidewalks, the region as a whole has many opportunities to expand bike, pedestrian, and transit systems.

# Process







<b>Data Layer</b>	<b>Data Source</b>	<b>Date</b>	<b>Data Capture Scale</b>
<b>Census Tracts and Blockgroups</b>	The U.S. Census Bureau census tracts. Tract boundaries are released from the Census Bureau every 10 years.	1991, 2001	unknown
<b>Census Data</b>	U.S. Census Bureau (via Metro or official web site) Census 1990 and 2000.	1991, 2001	na
<b>Transportation Analysis Zones (TAZ)</b>	Metro Data Resource Center (both geography and data).	2002	1:100 - 1:400
<b>Bike Network</b>	City of Portland Office of Transportation.	2003	Registered to centerline
<b>Bridges</b>	City of Portland Office of Transportation. Contact Bureau of Maintenance for specific information.	2003	Registered to centerline
<b>Substandard Streets</b>	City of Portland Office of Transportation. Contact Bureau of Maintenance for specific information.	2003	Registered to centerline
<b>Parks</b>	Metro Data Resource Center.	2003	1:100 - 1:400
<b>Park Deficiencies</b>	City of Portland Bureau of Parks and Recreation background materials for 2020 Parks Vision. To be updated at a later time.	2003	unknown
<b>School District and Attendance Boundaries</b>	Metro Data Resource Center.	2003	1:100 - 1:400
<b>School Enrollment</b>	<i>Oregonian</i> newspaper, "Portland schools enrollment stumbles".	10/31/03	na
<b>School Demographics</b>	Information on school districts collected from GreatSchools.net. Data derived from National Center for Education Statistics (NCES) from the 2001-2002 school year.	2001	na



<b>Data Layer</b>	<b>Data Source</b>	<b>Date</b>	<b>Data Capture Scale</b>
<b>School District Facilities</b>	<i>Long Range Facilities Plan, Prepared for Portland Public Schools, February 2002, by Innovation Partnership; and interviews with facilities staff of the following school districts: Centennial, David Douglas, Parkrose, Reynolds.</i>	2002 - 2003	Location approximate
<b>Cultural Facilities</b>	Oregon Employment Department data, geo-coded to street centerline by Metro DRC.	2000	na
<b>Location of Artists</b>	Geocoded by City of Portland Bureau of Planning from list provided by Regional Arts & Cultural Council. Only 90% mapped.	2003	Location approximate
<b>Land Cover</b>	Developed by Metro DRC. The Land Cover layer was developed by updating and utilizing the 1992 land cover classification and updating areas of change or areas not previously classified.	1998	unknown
<b>Impervious Surface</b>	Developed by City of Portland Bureau of Environmental Services. Primarily from planimetric data derived from digital orthophotos taken 1989-1994 and updated in certain areas. Rasterized by Bureau of Planning.	2001	25' grid cell
<b>Tree Cover</b>	Images created by American Forests from satellite imagery. Regional Ecosystem Analysis for Willamette/Lower Columbia Region of NW Oregon and SW Washington State, October 2001.	1984 & 2000	unknown
<b>Stream Status DEQ 303(d)</b>	Oregon Department of Environmental Quality 303(d) list of Water Quality Limited Water bodies. Attached to streams data from StreamNet.	2002 update of 1998	1:100,000
<b>Salmon Opportunity Areas</b>	Developed by City of Portland Endangered Species Act program through site evaluation of key limiting factors, and developing projects that would provide significant benefits in addressing those limiting factors.	2002	unknown
<b>Building Permits</b>	Original data from City of Portland Bureau of Development Services' TRACs permit system. Geo-coded by Bureau of Planning to taxlot centroid.	2003	1:100 - 1:400

<b>Data Layer</b>	<b>Data Source</b>	<b>Date</b>	<b>Data Capture Scale</b>
<b>2040 Design Types</b>	Developed by City of Portland Bureau of Planning with Office of Transportation. Developed for 2040 Functional Plan compliance purposes, included capacity analysis and transportation modeling. In areas without a community plan or a planning effort considering future public transportation facilities, the boundaries are likely to be modified through a current or anticipated project. Corridor locations are from the Metro RTP Transportation Plan adopted Oct. 1998.	1999	1:100 - 1:400
<b>Retail Services</b>	Inside Prospects data, geo-coded to street centerline by Metro DRC.	2000	na
<b>Land Divisions and PUDs</b>	Original data from City of Portland Bureau of Development Services' TRACs permit system. Cases mapped by Land Use Service division.	2003	1:100 - 1:400
<b>Design Regulations</b>	Zoning mapped by City of Portland Bureau of Planning. Overlays, landmarks, and districts are part of zoning.	2003	1:100 - 1:400
<b>Issues Maps</b>	Developed by City of Portland Bureau of Planning from a variety of stakeholder meetings. Locations are approximate.	2003	na



