

**AGENDA ITEM 251 – WEST QUADRANT PLAN.**

**MOTIONS FROM MARCH 5, 2015:**

**#1 Motion to approve for consideration the Consent List – Package A amendments:** Moved by Fish seconded by Novick.

**#2 Motion to approve for consideration Fish and Wildlife Habitat amendments Items 7 through 11– Package B:** Moved by Fish seconded by Fritz.

**#3 Motion to approve for consideration Waterfront Park amendments Items 18, 22, 24 and 57– Package C:** Moved by Fritz seconded by Novick.

**#4 Motion to approve for consideration Pearl Heights amendment Item 42 – Package E:** Moved by Saltzman and seconded by Fish. (This motion became a part of the Consent List – Package A)

**#5 Motion to approve for consideration Pearl Heights amendment Item 43 – Package E:** Moved by Fritz and seconded by Fish.

**#6 Motion to approve for consideration to add Item A. New Central City-wide Action: Regional Center: Economy and Innovation to the Consent List:** Moved by Fish and seconded by Saltzman.

**#7 Motion to approve for consideration to add Item B. Amend Central City-wide Housing and Neighborhoods Policy on Housing Affordability (page 43):** Moved by Fish and seconded by Saltzman.

**#8 Motion to approve for consideration to add Item E. Move Downtown Transportation Action TR12 on Central Eastside traffic on Naito Parkway (page 68) to Central City-wide Transportation Section:** Moved by Saltzman and seconded by Fish.

**ROLL CALLS FROM MARCH 5, 2015:**

**#1 Consent Package: Y-4, N-1 Fritz.**

**#2 Items 7 through 11 Habitat Restoration: Y-5.**

**#3 Item 18 Waterfront Park Master Plan: Y-4, N-1 Saltzman.**

**#4 Item 22 Waterfront Park: Y-4, N-1 Saltzman.**

**#5 Item 24 Native Plantings in Waterfront Park: Y-4, N-1 Saltzman.**

**#6 Item 57 Greenway Trail: Y-5.**

**#7 Item 43 Pearl Heights: Y-1 Fritz, N-4.**

# West Quadrant Plan: Additional Amendments

March 5, 2015

This handout contains two sections:

Section I: New proposed amendments.

Section II: Proposed changes to the amendments table dated 2/26/15.

## Section I: New Proposed Amendments

### A. New Central City-wide Action: Regional Center: Economy and Innovation

Source: Hales

Discuss?

| #          | Action  | Timeline         |                |                 |         | Implementers<br>(lead in <b>bold</b> ) |
|------------|---|------------------|----------------|-----------------|---------|--|
|            |   | CC2035<br>(2016) | 2 - 5<br>Years | 6 - 20<br>Years | Ongoing |  |
| <u>NEW</u> | <u>Complete the Central City-wide bonus and transfer study and identify options to prioritize affordable housing development, historic preservation, seismic upgrades and publicly-accessible open space provisions. Present options to City Council along with the results of the bonus study. Amend the zoning code with specific tools to maximize benefits from FAR and height bonus and transfer programs based on council guidance.</u> | X                |                |                 |         | <b>BPS, PHB</b>                        |

### B. Amend Central City-wide Housing and Neighborhoods Policy on Housing Affordability (page 43)

Source: Fish

Discuss?

**Housing Affordability.** In accordance with the City's No Net Loss policy, the Central City will retain at least the current number, type, and affordability levels of housing units home to people at or below 60% of the median family income either through preservation or replacement. The preservation of these units will be monitored by the Portland Housing Bureau through the Central City Housing Inventory.

Continue to develop new affordable housing in the Central City so that approximately 30% of the total housing in the Central City is affordable to households between 0% and 80% MFI. Increase the supply of housing affordable to working households in the 50% to 80% MFI bracket, households for whom the Central City's access to jobs and transit can be particularly beneficial.

C. Revise Timelines: Central City-wide Housing and Neighborhoods Action HN2 (page 44); West End Housing and Neighborhoods Action HN2 (page 80); Pearl District Housing and Neighborhoods Action HN2 (page 102); Old Town/Chinatown Housing and Neighborhoods Action HN2 (page 116)

Source: Saltzman

Discuss?

| #    | Action  | Timeline         |                |                 |         | Implementers<br>(lead in <b>bold</b> ) |
|------|---|------------------|----------------|-----------------|---------|--|
|      |   | CC2035<br>(2016) | 2 - 5<br>Years | 6 – 20<br>Years | Ongoing |  |
| HN2  | Develop tools to expand the ability to provide public support for units affordable to 0 to 50% MFI and increase the supply of units affordable to 50-80% MFI. This should include tools that enable partnering with the private development community in new and innovative ways to meet these affordable housing production goals. | X                | X              |                 |         | <b>PHB, BPS, Private</b>               |
| HN2* | Develop and implement an affordable housing strategy for the West End that preserves or replaces existing affordable housing, including buildings that are privately owned.   | X                | X              |                 |         | <b>PHB, BPS</b>                        |
| HN2  | Work with the Portland Housing Bureau and affordable housing developers to develop a strategy to increase affordable housing supply including affordable family-friendly units.   | X                | X              |                 |         | <b>BPS, PHB</b>                        |
| HN2  | Implement incentives that encourage new housing in the Naito Parkway/riverfront area  | X                | X              |                 |         | <b>PDC, PHB</b>                        |

D. Delete Downtown Region Center Action RC4 on the Morrison bridge ramp study (p. 64)

Source: Fritz

Discuss?

| #   | Action   | Timeline         |                |                 |         | Implementers<br>(lead in <b>bold</b> ) |
|-----|--|------------------|----------------|-----------------|---------|--|
|     |  | CC2035<br>(2016) | 2 - 5<br>Years | 6 – 20<br>Years | Ongoing |  |
| RC4 | Working with Multnomah County, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside. | X                | X              |                 |         | <b>PBOT, MC, BPS</b>                   |

E. Move Downtown Transportation Action TR12 on Central Eastside traffic on Naito Parkway (p. 68) to Central City-wide Transportation Section. Requires coordinated study on both sides of the river.

Source: Fritz

Discuss?

| #    | Action   | Timeline         |                |                 |         | Implementers<br>(lead in <b>bold</b> ) |
|------|--|------------------|----------------|-----------------|---------|--|
|      |  | CC2035<br>(2016) | 2 - 5<br>Years | 6 - 20<br>Years | Ongoing |  |
| TR12 | Study ways to lessen the impact of freight and general traffic on Naito Parkway destined to I-5 south from the Central Eastside. |                  |                | X               |         | <b>PBOT</b>                            |

**Section II: Proposed Changes to the “Proposed Amendments” Table dated 2/26/2015**

F. Amendment Table # 12: Proposed New Permit Coordination Action: Remove Water Bureau and PBOT

Source: BPS

Discuss?

| #  | Action  | Timeline         |                |                 |         | Implementers<br>(lead in <b>bold</b> )                                    |
|----|---|------------------|----------------|-----------------|---------|---|
|    |   | CC2035<br>(2016) | 2 - 5<br>Years | 6 - 20<br>Years | Ongoing |   |
| 12 | <u>Create an inter-bureau, inter-agency team, modelled after the BES Streamlining Team, to provide coordinated environmental permit review for private development projects. This may require a fee-for-services in addition to individual permit fees;</u> |                  | X              |                 |         | <b>BPS, BES, BDS, PBOT, Water Bureau, DSL, USACE, NOAA, ODFW, Private</b> |

G. Amendment Table #69: Delete Old Town/Chinatown Transportation Action TR5. Redundant with Central City-wide Willamette River WR1 and Old Town/Chinatown Transportation TR4 actions.

Source: Novick

Discuss?

| #   | Action  | Timeline         |                |                 |         | Implementers<br>(lead in <b>bold</b> ) |
|-----|---|------------------|----------------|-----------------|---------|--|
|     |   | CC2035<br>(2016) | 2 - 5<br>Years | 6 - 20<br>Years | Ongoing |  |
| TR5 | Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access (especially under the Steel Bridge), reduce user conflicts and provide access to the river. |                  | X              |                 |         | <b>PPR, PBOT</b>                       |



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## MEMO

**DATE:** February 26, 2015

**TO:** Mayor Charlie Hales  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Steve Novick  
Commissioner Dan Saltzman

**FROM:** Joe Zehnder, Chief Planner

**CC:** Susan Anderson, Director  
Sallie Edmunds, Central City Manager

**SUBJECT:** **3/5/15 CC2035 West Quadrant Plan Hearing: Plan Amendments**

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City Council will consider amendments to the Recommended Draft West Quadrant Plan at its meeting on March 5, 2015. Attached is a table of potential amendments from various sources organized by West Quadrant Plan page number within each topic area:

- A. Willamette River, Environment, & Parks;
- B. Building Height & Step Down;
- C. Residential Development;
- D. Other; and
- E. Implementer, Lead & Timeline Changes.

BPS staff has indicated with a check mark which issues they recommend for discussion on March 5. Other items would be considered consent unless Commissioners specifically ask to discuss them.

Over the last several weeks, additional materials were created or shared with individual commissioners for information. These materials, related to housing; Willamette River recreation; and Willamette River enhancement and restoration, are also attached.

At the request of Commissioner Fish, BPS is working with the Portland Housing Bureau to develop additional tools to ensure continued implementation of the Central City "No Net Loss" policy, embodied in City Council Resolution No. 36021, adopted in 2001.

Please let me know if you have any questions.



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# Proposed Amendments to the Recommended Draft West Quadrant Plan

This list contains amendments proposed by Mayor Hales and Commissioners Fritz and Novick. BPS staff have also recommended some amendments based on public testimony and discussions with other bureaus.

Amendments are organized by page number within each topic area: A) Willamette River, Environment & Parks; B) Building Height & Step Down; C) Residential Development; D) Other; and E) Implementer, Lead & Timeline Changes. **The public is welcome to testify on any of the proposed amendments at the March 5, 2015 City Council Hearing. Please reference the Amendment # (far left column) in testimony.**

*Note to Commissioners: Under the "Discuss" column, BPS staff has indicated with a check mark which issues they recommend for discussion. Please let us know before or during council proceedings if there are additional items you wish to discuss. Other items will be considered consent unless Commissioners specifically ask to discuss them.*

## A.WILLAMETTE RIVER, ENVIRONMENT & PARKS

| # | Source                                     | TOPIC<br>Page #/ Reference  | Proposed Amendment   | Rationale for Proposed Amendment   | BPS Recommendation | Discuss?                 |
|---|--|---|--|--|--------------------|--------------------------|
| 1 | BPS/PHLC/<br>Deanna<br>Mueller-<br>Crispin | <b>ADAPTIVE REUSE</b><br>p. vii/Executive<br>Summary  | A new generation of innovative <u>new construction and adaptive reuse buildings</u> , technologies, green infrastructure ...   | Add "adaptive reuse" to low-carbon-city discussion   | Support.           | <input type="checkbox"/> |
| 2 | BPS/Willie<br>Levenson                     | <b>BIG PIPE</b><br>p. 9/Changes to the<br>Natural Landscape<br>section, add as new<br>paragraph at end of<br>section. | <u>In 2011 the City of Portland completed a \$464 million sewer construction project called the East Side Big Pipe Project to control combined sewer overflows into the Willamette and Columbia rivers. For the Central Reach, the project resulted in improved river health for people, fish and other wildlife and created a safer environment for public access into the river. A large sewer pipe was installed paralleling the Willamette River from Southeast Portland to North Portland, with conveyance to the Columbia Boulevard Wastewater Treatment Plant. Combined sewer overflows are infrequent and occurring only during heavy rain episodes. Today, you will find more people seasonally swimming and recreating in the river.</u> | Need to mention the Big Pipe project as a significant investment to improving water quality in the Central Reach, creating a safer environment for public access into the river. | Support.           | <input type="checkbox"/> |

| # | Source                    | TOPIC<br>Page #/ Reference   | Proposed Amendment   | Rationale for Proposed Amendment   | BPS Recommendation   | Discuss?<br><input type="checkbox"/> |
|---|---------------------------|--|--|--|--|--------------------------------------|
| 3 | Fritz/Parks               | <b>EMBRACE RIVER</b><br>p. 23/Embrace the River Urban Design Concept                       | <b>Embrace the River.</b> Develop a true “city on the river” by increasing riverfront attractions, development and activity in riverfront districts, better design of east-west connections, improving water quality and habitat and increasing access to <u>and into</u> the Willamette River...<br><br>Move distinctive connections are needed to the river and Waterfront Park from areas farther away from the riverfront. More ways <u>to improve access to and into the Willamette River</u> , better use of the park and waterway, and more use and development in the districts next to the riverfront will help West Quadrant have a 21 <sup>st</sup> Century urban riverfront. |  | Support.   | <input type="checkbox"/>             |
| 4 | BPS/Willie Levenson       | <b>RIVER AS OPEN SPACE</b><br>p. 31/ Add new paragraph to the Open Spaces Diagram section. | <b>Willamette River as major open space:</b> <u>Public access to, along and in the river along with improvements to enhance recreational opportunities and experiences will maximize the Willamette River as Central City’s most significant open space amenity.</u>   | No discussion of the Willamette River as open space and human access to the river for recreation.                    | Support.   | <input type="checkbox"/>             |
| 5 | Fritz                     | <b>RIVER RECREATION</b><br>p. 47/Central City-wide Willamette River Goal H                 | Enhance the role the Willamette River plays as a significant part of the environmental health, economy, <u>recreation</u> , urban form and character of the Central City.  |  | Support.   | <input type="checkbox"/>             |
| 6 | Fritz/BPS/Willie Levenson | <b>RIVER RECREATION</b><br>p. 48/New Central City-wide Willamette River policy             | <b>Willamette River Recreation.</b> <u>Increase Portlanders’ enjoyment of, and direct experience with the Willamette River. Bring people closer to the Willamette River to foster an improved understanding of river history, economy and ecology. Provide for safe, enjoyable and valuable on and in water recreational experiences for all users.</u>  | Need river recreation and appreciation policy; considering language from Willamette River Recreation Strategy (2012) | Support. However, staff recommends the following changes to be more inclusive of regional visitors, tourists, and uses:<br><br><b>Willamette River Recreation and Appreciation.</b> Increase <del>Portlanders’</del> <u>the community’s</u> enjoyment of, and direct experience with the Willamette River. Bring people closer to the Willamette River to foster an improved understanding of river history, economy and ecology. Provide for safe, enjoyable and valuable on and in water recreational experiences for all users. | <input type="checkbox"/>             |

| #  | Source            | TOPIC<br>Page #/ Reference  | Proposed Amendment  | Rationale for Proposed Amendment   | BPS Recommendation   | Discuss?                            |
|----|-------------------|---|---|--|--|-------------------------------------|
| 7  | Fritz             | <b>HABITAT RESTORATION POLICY</b><br>p. 48/Central City-wide Willamette River Habitat policy  | <b>Habitat.</b> Maintain and enhance in-water and riparian habitat throughout the Central Reach and focus on at least <del>three</del> <u>five - seven</u> specific shallow water habitat restoration areas to support the conservation and restoration of fish and wildlife populations. | The policy is to protect existing habitat, enhance riverbank habitat whenever possible and fully restore habitat at opportunity areas. Juvenile fish require shallow water areas to get out of the flows of the river, rest and feed. The science suggests that shallow water areas should be provided approximately every ¼ mile. There are only 7-8 remaining viable shallow water sites in the Central Reach. The target specifies how much enhancement and restoration should be done by 2035. | Support intent but recommend the following language:<br><br><b>Habitat.</b> Maintain and enhance in-water and riparian habitat throughout the Central Reach and focus on <u>at least three restoring</u> specific shallow water <del>habitat</del> <u>restoration areas</u> to support the conservation and restoration of fish and wildlife populations.<br><br>Staff suggests listing the number of sites in the performance target rather than the policy language. | <input checked="" type="checkbox"/> |
| 8  | BPS/Bob Sallinger | <b>RIVERBANK TARGET</b><br>p. 48/New Central City-wide Willamette River 2035 Performance Target: Linear feet of riverbank habitat enhancement | 2035 Performance Target: <u>Enhance 12,600 linear feet of riverbank habitat.</u><br><br><del>BPS will work with technical staff to establish specific targets.</del> See Appendix C for a draft methodology of this work.   | Move the target from the Appendix to the body of the report.   | Support. Staff recommend the following:<br><br><u>Enhance 2.4 miles of riverbank habitat and restore at least 5 shallow water sites in the Central Reach, with at least 2 sites on each side of the Willamette River.</u>  | <input checked="" type="checkbox"/> |
| 9  | Fritz             | <b>HABITAT RESTORATION</b><br>p. 49/Central City-wide Willamette River Action WR5   | Restore habitat for fish and wildlife habitat at <del>2-3</del> <u>5-7</u> shallow water locations throughout in the Central Reach.   | Amend to match intent of revised Habitat policy  | Support intent. The number of sites is already in the target, and staff recommends the following language:<br><br><u>Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach. BPS, BES, PPR, Private; 2-5.</u>  | <input checked="" type="checkbox"/> |
| 10 | Hales/BPS/BES     | <b>HABITAT RESTORATION</b><br>p. 49/NEW Central City-wide Willamette River Action (related to WR5)  | <u>Seek funding to and investigate the feasibility of restoring fish and wildlife habitat in two locations in the Central Reach. BPS, BES, PPR, PDC, Private; CC2035.</u>   | This is an early action to study and then implement a shallow water habitat restoration site in the Central Reach.   | Support.   | <input checked="" type="checkbox"/> |



| #  | Source            | TOPIC<br>Page #/ Reference   | Proposed Amendment   | Rationale for Proposed Amendment   | BPS Recommendation   | Discuss?                            |
|----|-------------------|--|--|--|--|-------------------------------------|
| 11 | Hales/BPS/<br>BES | <b>HABITAT RESTORATION</b><br>p. 49/NEW Central City-wide Willamette River Action (related to WR5) | <u>Seek funding to and develop a concept plan for the most feasible restoration site in the Central Reach (see Action #10).</u><br><br><u>Then, take the project through pre-design and implementation.</u> <b>BPS, BES, PPR, PDC, Private; 2-5 years.</b>   | This is an early action to study and then implement a shallow water habitat restoration site in the Central Reach.   | Support.   | <input checked="" type="checkbox"/> |
| 12 | BPS/BES           | <b>PERMIT COORDINATION</b><br>p. 49/ NEW Central City-wide Willamette River Action                 | <u>Create an inter-bureau, inter-agency team, modelled after the BES Streamlining Team, to provide coordinated environmental permit review for private development projects. This may require a fee-for-services in addition to individual permit fees.</u> <b>BPS, BES, BDS, PBOT, Water Bureau, DSL, USACE, NOAA, ODFW, Private; 2-5</b> | The BES Streamlining Team reviews public development projects. A similar team would provide a coordinated review for private development projects. This would reduce time, effort and costs for both developers and staff. | Support.   | <input type="checkbox"/>            |
| 13 | Fritz             | <b>TREE/VEGETATED COVER TARGETS</b><br>p. 54/Central City-wide Health and Environment Targets      | Replace placeholder language around 1) tree canopy and 2) vegetated cover throughout the West Quadrant Plan with numeric Central City-wide and district targets.   | Ensure performance targets are achieved at a district level.   | 1) Support. The current West Quadrant tree canopy targets are interim and will be updated with new information this spring.<br>2) Staff supports the intent. However, creating a target for vegetative cover may not get us where we want to go because some vegetated areas have very compacted soils due to extended use for events (e.g., portions of Waterfront Park). These areas don't drain well and can act like impervious surface. In addition to a tree canopy target, staff are developing an eco-roof target for each district. Using tree canopy and eco-roofs targets will help address stormwater and heat island effects. | <input type="checkbox"/>            |
| 14 | Fritz             | <b>GARDENING</b><br>p. 55/New Central City-wide Health and Environment Action                      | <u>Explore opportunities for new multi-family and commercial development to create provisions for community gardens and food gardening.</u> <b>BPS, private; On-going</b>  | Insert language related to community gardens and food gardening opportunities  | Support. However, staff recommends adding to the Central City-wide actions which will apply in the West End as well as the rest of the Central City.   | <input type="checkbox"/>            |
| 15 | Fritz             | <b>WATER REUSE</b><br>p. 55/New Central City-wide Health and Environment Action                    | <u>Explore opportunities for new multi-family and commercial property developments to consider building designs that allow for the capturing and reuse of water.</u> Implementers: <b>BPS, private; On-going</b>   | Insert language related to tools for building designs that allow for the capture and reuse of water  | Support. Staff reworded slightly for consistency with other actions and recommend adding to the Central City-wide actions which will apply in the West End as well as the rest of the Central City   | <input type="checkbox"/>            |

| #  | Source              | TOPIC<br>Page #/ Reference  | Proposed Amendment  | Rationale for Proposed Amendment  | BPS Recommendation  | Discuss?                            |
|----|---------------------|---|---|---|---|-------------------------------------|
| 16 | BPS/Willie Levenson | <b>DOCUMENT STRUCTURE</b><br>p. 57/District Goals, Policies and Implementation Actions          | Add sentence under bulleted policy topics: <u>It is important to note that the Willamette River is covered under the multiple policy topics for the districts that are adjacent to the river.</u>   | No mention of Willamette River in introduction.   | Support.  | <input type="checkbox"/>            |
| 17 | Fritz               | <b>DISTRICT-SPECIFIC ITEMS</b><br>p. 57/District Goals, Policies and Implementation Actions     | For each of the seven West Quadrant districts, include: 1) identification of specific restoration sites along the river; 2) identification of specific targets for riverbank enhancement for each district bordering the river; and 3) identification of specific actions pertaining to green infrastructure such as eco-roofs and green streets for each district. | Ensure performance target are achieved at a district level.   | 1) Support. Staff are proposing a new set of Central City-wide policy, actions and target on page 48-49 (see #7-11) that call for specific restoration sites.<br>2) Support. However, staff has identified <i>opportunity</i> areas for riverbank enhancement – the exact locations for action will depend on a future feasibility assessment.<br>3) Support. Staff are working on developing eco-roof targets. Actions for green infrastructure on specific streets are included within the each district. | <input type="checkbox"/>            |
| 18 | Fritz/Parks         | <b>WATERFRONT PARK MASTER PLAN</b><br>p. 71/Downtown Urban Design Action UD3                    | Delete <del>2-5 years</del> , replace with <u>6-20 years</u> .  | Change timeline for Waterfront Park Master Plan update from 2-5 years to 6-20 years.  | Staff does not support the timeline change. The update was considered a high priority project by a majority of the SAC and the PSC.   | <input checked="" type="checkbox"/> |
| 19 | Fritz/Parks         | <b>SIGNAGE</b><br>p.71/Downtown Urban Design Action UD4   | <del>Implement a pilot signage and awareness campaign to reduce pedestrian and bicycle conflicts in Waterfront Park. Timeline: 2-5 years, PPR, PBOT</del>   | Remove action, work is completed as of Fall 2014.   | Support.  | <input type="checkbox"/>            |
| 20 | Fritz/Parks         | <b>SOUTH PARK BLOCKS</b><br>p. 71/Downtown Urban Design Action UD10                             | Obtain Historic Designation for South Park Blocks; develop a strategy for maintenance and operations <u>to be completed by 2023</u> .<br><br>Implementers: <b>PPR</b> , Private<br>Timeline: <del>2-5 years</del> <u>6-20 years</u> .   | Clarify that the designation needs to occur by 2023 – so place in 6-20 years or both 2-5 and 6-20 years.  | Support.  | <input type="checkbox"/>            |
| 21 | Fritz/Parks / BPS   | <b>WATERFRONT PARK/HAWTHORNE BOWL</b><br>p.71/New Downtown Urban Design Action (related to UD3) | <u>Develop a plan to improve the Hawthorne Bowl area of Waterfront Park to enhance accessibility in the park and into the river, and better meet the needs of event goers, river users and habitat. Timeline: 2-5 years. Implementers: <b>PPR</b>, BPS, BES, State and Federal Agencies.</u>  | In light of extending the Waterfront Park Master Plan update timeline, need to develop a plan for the Hawthorne Bowl. It will address accessibility issues and ensure it can become a more success venue for events. The action also needs to look at in-river access, boating, habitat and related public amenities. Timeline 2-5 years. | Support. Staff recommends that the proposed action meet multiple objectives for the Hawthorne Bowl including in-river access, boating, habitat and related public amenities.  | <input type="checkbox"/>            |

| #  | Source          | TOPIC<br>Page #/ Reference  | Proposed Amendment   | Rationale for Proposed Amendment   | BPS Recommendation  | Discuss?                            |
|----|-----------------|---|--|--|---|-------------------------------------|
| 22 | Fritz/Parks     | <b>WATERFRONT PARK</b><br>p.71/Downtown Urban Design Action UD5                           | Explore options for creating visual cues, such as art installments, that can be seen down street corridors and attract people from the district to Waterfront Park <u>as part of the Waterfront Park Master Plan update.</u> Delete 2-5 years, replace with 6-20 years. Implementers: <b>PPR, RACC, PBOT</b> | Add that this action will occur with Waterfront Park Master Plan update. Add RACC as partner for art and PBOT for visual cues outside the park.  | Staff does not support. See #18.  | <input type="checkbox"/>            |
| 23 | BPS             | <b>WATERFRONT PARK</b><br>p.71/Downtown Urban Design Action UD6                           | <del>Explore management opportunities for ongoing programming, funding, and operations in Waterfront Park.</del> Implementers: <b>BPS, PPR, Private</b>  | BPS will work with partner bureaus and potentially propose a more focused, developed action as part of the CC2035 Plan package.  | Support.  | <input type="checkbox"/>            |
| 24 | Fritz/Parks     | <b>NATIVE PLANTINGS IN WATERFRONT PARK</b><br>p. 73/Environmental Action EN1              | Improve habitat by strategically incorporating native plants and trees in Tom McCall Waterfront Park 1) <u>and along the Willamette.</u> 2) <del>2-5, 6-20</del>   | 1) Delete or change to say improve habitat with native plantings "along the Willamette" – not just Waterfront Park.<br>2) Revise timeline to occur in both 2-5 years and 6-20 years or with the Waterfront Park Master Plan update in the 6-20 year timeframe. | 1) Staff does not support. This is a specific action within the Downtown District, and Tom McCall Waterfront Park occupies all of the riverfront. There is a new Central City-wide policy, actions and target on p. 48-49 (see #7-11) that address additional riverbank habitat enhancement and restoration.<br>2) Staff does not support. See #18. | <input checked="" type="checkbox"/> |
| 25 | BPS/Fritz/Parks | <b>HUMAN ACTIVITY, HAWTHORNE BOWL</b><br>p. 73/Downtown Health and Environment Action EN3 | Consider seasonal restrictions on human activity <del>within</del> <u>in-water around the Hawthorne Bowl</u> to minimize the impacts of boating and swimming on juvenile fish migration, <u>if such activity is shown to create undesirable impacts.</u><br>Implementers: <b>PPR, BES</b>                    | In addition to proposed language, Remove PP&R as the lead because the bureau does not have jurisdiction over in-water work and areas below ordinary high water; add NOAA Fisheries, have BES as lead.  | Support the intent. While the planning effort for the Hawthorne Bowl project will be led by Parks, BPS will lead coordination with state and federal agencies on this action. Staff recommends the following changes to implementers: <b>BPS, PPR, BES, DSL, US Army Corps, NOAA Fisheries</b><br><br>Please also see #21, 26.                      | <input type="checkbox"/>            |
| 26 | BPS/Fritz/Parks | <b>DEEP WATER MOORING</b><br>p. 73/Downtown Environmental Action EN4                      | Evaluate the feasibility of adding deep-water mooring structures at Hawthorne Bowl to minimize the impacts of boating and swimming on juvenile fish migration <u>as part of an overall plan for the Hawthorne Bowl.</u><br><br><b>PPR, BES, PPR, Marine Board, DSL, Army Corps, NOAA</b>                     | PPR has no jurisdiction over in-water work and areas below ordinary high water. Add BES as lead.   | Support the intent. While the planning effort for the Hawthorne Bowl project will be led by Parks, BPS will lead coordination with state and federal agencies on this action. Staff recommends the following changes to implementers: <b>BPS, PPR, BES, DSL, US Army Corps, NOAA Fisheries</b><br><br>Please also see #21, 25.                      | <input type="checkbox"/>            |

| #  | Source    | TOPIC<br>Page #/ Reference   | Proposed Amendment   | Rationale for Proposed Amendment   | BPS Recommendation  | Discuss?                 |
|----|-----------|--|--|--|---|--------------------------|
| 27 | Fritz     | <b>NOISE/VISUAL IMPACT MITIGATION</b><br>p. 73/Downtown Environmental Action EN7 | <del>EN7: Explore opportunities to mitigate noise and visual impacts of the Eastside Freeway on Waterfront Park.</del>   | Delete, cost-benefit analysis would not be favorable   | Support.<br><br>If Council chooses to retain Downtown Environmental Action EN7, Commissioner Novick has requested a change to the list of implementers as follows:<br>Implementers: <b>ODOT, PBOT, PPR</b>  | <input type="checkbox"/> |
| 28 | BPS/Fritz | <b>JEFFERSON STREET</b><br>p. 83/West End Urban Design Action UD11               | UD11: Improve <u>the Jefferson main Street</u> with <u>green infrastructure stormwater facilities.</u>   | Refine language to clarify that Jefferson has a main street character and additional green infrastructure should be context sensitive. | Support.  | <input type="checkbox"/> |
| 29 | Fritz     | <b>LOCAL ENERGY</b><br>p. 84/West End Environmental Action EN1                   | Encourage the continued improvement and expansion of the Brewery Blocks' district energy system, <u>along with other opportunities for locally produced distributed energy, e.g., solar, wind, combined heat and power, sewer heat recovery and geothermal exchange.</u>                               | Expand language.   | Support. Also recommend related changes to Central City-wide Health and Environment, Low-Carbon Development policies 4 and 5 as follows:<br><br><b>4. Solar Renewable Energy.</b> Encourage the installation of <u>locally produced distributed energy, such as on-site solar photovoltaic systems and wind power.</u><br><br><b>5. Clean District Energy.</b> Enable the expansion and establishment of district energy systems that reduce carbon emissions, <u>including combined heat and power, sewer heat recovery and geothermal exchange.</u> | <input type="checkbox"/> |
| 30 | Fritz     | <b>WEST END TREES</b><br>p. 84/New West End Environmental Action                 | <u>Identify tree preservation and planting opportunities and implementation strategies along I-405, including improving vine coverage of canyon walls.</u>   | Include Central City-wide actions in specific districts where they are relevant.   | Support.  | <input type="checkbox"/> |
| 31 | Fritz     | <b>WEST END FREEWAY CAP TREES</b><br>p. 83/West End Environmental Action UD6     | <u>Allow private development to connect the West End to Goose Hollow by capping I-405. If capping occurs, identify opportunities to improve the pedestrian environment tree canopy on SW 13<sup>th</sup> and 14<sup>th</sup> Avenues to support cap access and development.</u> Implementers: Private. | Freeway capping is aspirational, but if it does occur, the City should not be the lead implementer.                                    | Support. Staff recommend amending UD6 as follows:<br><br><u>Allow private development to cConnect the West End to Goose Hollow by capping I-405. Potential locations for the freeway cap include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia. If capping occurs, identify opportunities to improve the pedestrian environment with tree canopy on SW 13<sup>th</sup> and SW 14<sup>th</sup> Avenue. Implementers: <b>Private, BPS, BPS, ODOT, PBOT, Private</b></u>  | <input type="checkbox"/> |

| #  | Source                     | TOPIC<br>Page #/ Reference  | Proposed Amendment  | Rationale for Proposed Amendment   | BPS Recommendation  | Discuss?                 |
|----|----------------------------|---|---|--|---|--------------------------|
| 32 | Fritz                      | <b>WEST END SURFACE PARKING LOTS</b><br>p. 84/New West End Environmental Action   | <u>Continue to explore incentives for discontinuing the development and use of surface parking lots</u>   |  | Staff does not support. This action is covered by West End action TR2 and the additional action would be redundant. | <input type="checkbox"/> |
| 33 | Fritz/Parks                | <b>PARK CONNECTIONS, USPS SITE</b><br>p. 101/Pearl District Regional Center Action RC3*<br><br><i>Related Appendix A entry on p. 162.</i> | Require a master plan process prior to redevelopment of the US Postal Service site and the large riverfront site just south of the Fremont Bridge. The master plan should address issues related to, but not limited to, street and pedestrian connectivity, <u>park access</u> , street presence, environmental and sustainability considerations, open space, views and transitions to adjacent uses.<br><br><i>Add bullet to USPS list in the related Appendix A entry: <u>park access and connectivity (i.e. North Park Blocks and Pearl District parks).</u></i> | Mention linking North Park Blocks and Pearl District Parks through the Post Office Site. | Support.  | <input type="checkbox"/> |
| 34 | Fritz/Parks<br>Covick/PBOT | <b>GREENWAY TRAIL/RIVER ACCESS</b><br>p. 104/Pearl District Transportation Action TR6   | Improve the greenway trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and <u>provide improve access to and into access to</u> the river.<br><br>Implementers: <del>PBOT</del> , <b>PPR</b> , PBOT, PDC;<br>Timeline: 6-20 years.  |  | Support.  | <input type="checkbox"/> |
| 35 | Fritz/Parks                | <b>SATURDAY MARKET SHELTER</b><br>p. 115/Old Town/Chinatown Regional Center Action RC 21  | <u>Develop strategies for</u> Activating the Saturday Market shelter in Waterfront Park and Ankeny Square with new small businesses, events and regular programming throughout the year.<br>Implementers: <b>PPR</b> , OTCTCA, Private; Timeline: Ongoing.  | Change to "Develop strategies to activate..."  | Support.  | <input type="checkbox"/> |
| 36 | Fritz/Parks                | <b>RIVERPLACE BIKE/PED</b><br>p. 140/South Downtown/University Transportation Action TR9  | <del>Improve the greenway trail in RiverPlace to facilitate continuity for bike and pedestrian access, reduce user conflicts and provide access to the river.</del>   | Signage and pavement markings already in place.  | Support.  | <input type="checkbox"/> |

| #  | Source      | TOPIC<br>Page #/ Reference   | Proposed Amendment  | Rationale for Proposed Amendment  | BPS Recommendation   | Discuss?                 |
|----|-------------|--|---|---|--|--------------------------|
| 37 | Fritz/Parks | <b>MARQUAM BEACH ACCESS</b><br>p. 142/South<br>Downtown/University<br>Urban Design Action<br>UD2 | <del>Enhance beach access and amenities near the Marquam Bridge;</del> Promote new water-related recreation activities. | Remove reference to beach access and amenities at Marquam Bridge. Some improvement work has already been done by Human Access Project through the Parks Proposal Process. A new ramp and the "Poetry at the Beach" installation is built. | Support with additional changes. Staff recommends the following approach: 1) Delete RC8 on page 137 that relates to private development of a beach for human access to the Willamette River (similar to UD2) and 2) Modify UD2 in the following ways – <del>Enhance beach access and amenities near the Marquam Bridge;</del> Promote new <u>low impact</u> water-related recreation activities <u>near the Marquam Bridge</u> . Implementers: <b>PPR, Private, PPR</b> , BPS. | <input type="checkbox"/> |
| 38 | Fritz/Parks | <b>SOUTH PARK BLOCKS</b><br>p. 142/South<br>Downtown/University<br>Urban Design Action<br>UD2    | Develop a strategy .plan to renovate the <u>PSU-managed section of the</u> South Park Blocks.                           | Clarification requested by Commissioner's office. This action was intended to apply to the PSU-managed section of the South Park Blocks. Clarifying language added.   | Support.   | <input type="checkbox"/> |

## B. BUILDING HEIGHT & STEP DOWN

| #  | Source | TOPIC<br>Page #/ Reference  | Proposed Amendment  | Rationale for Proposed Amendment   | BPS Recommendation   | Discuss?                            |
|----|--------|---|---|--|--|-------------------------------------|
| 39 | Fritz  | <b>RIVER STEP DOWN</b><br>p. 28/Building Height<br>Concept Map      | <u>Provide for public access to light, air and natural areas by managing and shaping the height and mass of buildings and stepping down in height to the Willamette River.</u>  | Add concept language about stepping down to the river.   | Support.   | <input type="checkbox"/>            |
| 40 | Fritz  | <b>BRIDGEHEADS</b><br>p. 71/Downtown<br>Urban Design Action<br>UD9* | Increase the allowed maximum building heights in the vicinity of the <del>Morrison and</del> Hawthorne Bridgeheads to facilitate signature developments that help activate the waterfront and visually connect the city to the river.<br><br><i>Adjust maps and Appendix A accordingly.</i> | 1) Maintain existing height limits at the Morrison Bridgehead.<br>2) Restrict maximum heights at the Hawthorne Bridgehead to 250', inclusive of all bonuses. | 1) Staff does not support. SAC majority and PSC support increased heights at the Morrison Bridgehead to help activate the river.<br>2) Support Hawthorne Bridgehead height amendment, <b>per the attached map.</b> | <input checked="" type="checkbox"/> |

| #  | Source            | TOPIC<br>Page #/ Reference   | Proposed Amendment  | Rationale for Proposed Amendment   | BPS Recommendation  | Discuss?                            |
|----|-------------------|--|---|--|---|-------------------------------------|
| 41 | BPS/Dana Krawczuk | <b>NONCONFORMING BUILDINGS</b><br>p. 71/New Downtown Urban Design Action | <u>Review unlimited building heights for existing nonconforming buildings.</u>  | Bring existing tall buildings into conformance with height limits. Non-conformance with height limits creates difficulties for property owners seeking financing for building upgrades and improvements. | Support intent. Staff recommends the following language:<br><br><u>Explore options for amending the zoning code to bring existing buildings that exceed current maximum height limits (e.g., US Bancorp Tower, Wells Fargo, KOIN Center) into conformance. BPS, CC2035.</u>   | <input type="checkbox"/>            |
| 42 | Fritz             | <b>PEARL HEIGHTS</b><br>p. 106/Pearl District Urban Design Action UD1*   | <del>Develop a set of broad historic preservation transfer tools to encourage FAR transfers for historic properties. Increase maximum height or FAR potential on receiving sites. Develop zoning tools for the Pearl District (excluding the waterfront) to allow height increases from existing levels for historic preservation transfers and affordable housing.</del><br><br><i>Adjust maps and Appendix A accordingly.</i>   | Opposed to maximum height increases along the waterfront.  | Support. Staff supports development of preservation and affordable housing zoning tools.<br><br>Pearl District Neighborhood Association, SAC majority and PSC support increasing development intensity on non-historic receiving sites in order to encourage transfer of rights from historic buildings.  | <input checked="" type="checkbox"/> |
| 43 | Fritz             | <b>PEARL HEIGHTS</b><br>p. 106/Pearl District Urban Design Action UD2*   | Adjust maximum building height limits in the district. Remove the height bonus overlay from properties within the NW 13 <sup>th</sup> Avenue Historic District and establish a 100' height limit. Increase height limits in south Pearl <del>and Pearl Waterfront</del> to up to 250', achievable through preservation <u>or affordable housing FAR transfers or bonuses.</u> <del>or provision of greenway enhancements, respectively.</del><br><br><i>Adjust maps and Appendix A accordingly.</i> | Opposed to maximum height increases along the waterfront.  | Support. Removal of height bonus overlay from properties within the NW 13 <sup>th</sup> Avenue Historic District and establishment of 100' height limit. Height increases in south pearl in exchange for preservation and affordable housing.<br><br>Staff does not support deleting waterfront. Staff recommends development of zoning tools that would allow increased height in exchange for greenway enhancements along the waterfront.<br><br>Pearl District Neighborhood Association, SAC majority and PSC support increasing heights in parts of the Pearl in exchange for public benefits, including historic preservation and greenway expansion enhancements. | <input checked="" type="checkbox"/> |

| #  | Source     | TOPIC<br>Page #/ Reference  | Proposed Amendment   | Rationale for Proposed Amendment                       | BPS Recommendation                | Discuss?                 |
|----|------------|---|--|--|-----------------------------------|--------------------------|
| 44 | OTCTCA/BPS | <b>OLD TOWN/CHINATOWN HEIGHTS</b><br>p. 113/OTCT Regional Center action RC4 | Study preservation zoning transfer incentives that would allow additional height for new construction on <u>the non-contributing (non-historic) properties Block 33 property</u> in exchange for preservation/rehabilitation of contributing historic properties in the New Chinatown/Japantown Historic District. <del>The area eligible for the potential increased height allowance is south of NW Everett and west of NW 4th, where the maximum height is currently 100'. Projects A project</del> that uses the preservation incentive could potentially build up to a maximum of 150'. Implement this incentive following the update of the historic district nomination and the development of new, culturally sensitive design guidelines and development standards.<br><br><i>Adjust maps and Appendix A accordingly.</i> | Limit potential height increase area to Block 33 only. | Support. <b>See attached map.</b> | <input type="checkbox"/> |

## C. RESIDENTIAL DEVELOPMENT

| #  | Source | TOPIC<br>Page #/ Reference  | Proposed Amendment   | Rationale for Proposed Amendment  | BPS Recommendation   | Discuss?                            |
|----|--------|---|--|---|--|-------------------------------------|
| 45 | Fritz  | <b>GOOSE HOLLOW REQUIRED RESIDENTIAL</b><br>P. 89/Goose Hollow Regional Center Action RC1 | <del>RC1: Increase zoning flexibility south of West Burnside Street. Remove the Required Residential Development provisions on CX lots in this area (33.510.230)</del> | Maintain Required Residential overlay in the specified area of Goose Hollow | Staff does not support. SAC majority and PSC support removing the required residential overlay in "The Hollow" (formerly "The Flats") in order to increase development flexibility and encourage new development | <input checked="" type="checkbox"/> |



| #  | Source | TOPIC<br>Page #/ Reference  | Proposed Amendment   | Rationale for Proposed Amendment                             | BPS Recommendation   | Discuss?                            |
|----|--------|---|--|--|--|-------------------------------------|
| 46 | Fritz  | <b>GOOSE HOLLOW<br/>REQUIRED<br/>RESIDENTIAL</b><br>P. 89/Goose Hollow<br>Regional Center Action<br>RC7 | To increase flexibility for redevelopment, rezone the block immediately west of Providence Park from RHd to CXd <u>with a residential requirement.</u> | Apply a required residential overlay to the specified block. | Staff does not support. SAC majority and PSC support increasing flexibility in this area. CX zoning allows residential development, while providing flexibility for mixed use and commercial development. The Central City has seen significant residential development in the CX zone.<br><br>Staff recommends the following substitute language:<br><br>To increase flexibility for redevelopment, rezone the block immediately west of Providence Park from RHd to CXd <u>and develop zoning tools to prevent the development of stand-alone parking.</u> | <input checked="" type="checkbox"/> |

## D. OTHER

| #  | Source                     | TOPIC<br>Page #/ Reference   | Proposed Amendment   | Rationale for Proposed Amendment   | BPS Recommendation | Discuss?                 |
|----|----------------------------|--|--|--|--------------------|--------------------------|
| 47 | Fritz/BPS/<br>Tracy Prince | <b>GOOSE HOLLOW –<br/>EXECUTIVE SUMMARY</b><br>p. vii/Executive<br>Summary | In many respects, <b>Goose Hollow</b> has it all: transit, public attractions, historic buildings, proximity to the West Hills and Downtown, potential views and more. <del>However, development has lagged in the district.</del> The plan recommends increasing zoning flexibility and calls for additional open space while embracing SW Jefferson as a neighborhood main street. | Delete “However, development has lagged in the district” from the description of Goose Hollow. | Support.           | <input type="checkbox"/> |

| #  | Source              | TOPIC<br>Page #/ Reference  | Proposed Amendment  | Rationale for Proposed Amendment  | BPS Recommendation   | Discuss?                 |
|----|---------------------|---|---|---|--|--------------------------|
| 48 | Fritz/Parks/<br>BPS | <b>COMMUNITY CENTERS</b><br>p. 44/New Central City-<br>wide Housing and<br>Neighborhoods Action | <u>Explore options for a new community center to serve the entire Central City.</u><br><br><i>Remove actions related to exploring community center opportunities in the West End (HN5), Pearl (HN3) and South Waterfront District (HN3) plans</i>               | The Central City should have one new large center, not multiple ones. South Waterfront already has many privately-run meeting spaces, libraries, fitness gyms, in the residential towers located there. | Support new Central City-wide action.<br><br>However BPS staff recommends revising the language and implementers for the following actions: 1) West End HN5 (p.80), 2) Pearl HN3 (p.102), and 3) South Waterfront HN3 (p127).<br><br>1) WEST END HN5: Explore options for a new <del>community center to serve</del> <u>publicly accessible neighborhood facility that fosters community interaction and exchange</u> for West End and Central City residents. Implementers: <b>Private, PPR, PPR</b><br>2) PEARL HN3: Encourage the development <u>of a new publicly accessible neighborhood facility in the Pearl District</u> to foster community interaction and exchange. Implementers: <b>BPS, Private, PPR, BPS</b><br>3) SOUTH WATERFRONT HN3: Encourage the development of a <del>community center</del> <u>of a new publicly accessible neighborhood facility in South Waterfront</u> to foster community interaction and exchange. Implementers: <b>Private, PPR, BPS</b> | <input type="checkbox"/> |
| 49 | BPS                 | <b>PUBLIC VIEWS</b><br>p. 77/Downtown Key<br>Elements #2  | Continue the varied urban and historic character of the West End with new development that creates new forms, <u>public views</u> and architectural styles, highlighting and celebrating the texture of the district's collection of signature older buildings. | Clarify views language.   | Support.   | <input type="checkbox"/> |

| #  | Source  | TOPIC<br>Page #/ Reference   | Proposed Amendment   | Rationale for Proposed Amendment  | BPS Recommendation   | Discuss?                 |
|----|---|--|--|---|--|--------------------------|
| 50 | Fritz   | <b>FREEWAY CAPPING</b><br>p. 83/West End Urban Design Action UD6                     | <u>Allow private development to c</u> Connect the West End to Goose Hollow by capping I-405. Potential locations include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia.<br><br>Implementers: <del>BPS, ODOT, PBOT, Private, Private</del><br>Timeline: 6-20 years.<br><br><i>Adjust related actions throughout document to reflect implementer change</i> | Freeway capping is aspirational, but if it does occur, the City should not be the lead implementer.   | Support. However, staff recommends maintaining ODOT and BPS as implementing partners.<br><br>Staff recommends:<br>Implementers: <b>Private</b> , ODOT, BPS   | <input type="checkbox"/> |
| 51 | Fritz/BPS/<br>Tracy Prince,<br>Timothy<br>Moore | <b>"THE FLATS"</b><br>Throughout document (pp. 92-95, 98, 171, 172)                  | Replace all instances of "the Flats," with "the Hollow." Delete Goose Hollow action RC3 related to rebranding this area. Amend map(s) as needed.   | The lower portion of Goose Hollow has historically been referred to as "the Hollow." The term "the Flats" was used as a convenient reference during the planning process to facilitate conversation, but the term should not be included in the Plan. | Support.   | <input type="checkbox"/> |
| 52 | Fritz/Parks                                     | <b>PEARL DISTRICT PED BRIDGES</b><br>p. 104/Pearl District Transportation Action TR7 | Ensure that a ped/bike bridge over Naito parkway linking the Pearl District with the River is included.  | Ensure that a ped/bike bridge over Naito parkway linking the Pearl District with the River is included.   | Support: Enhance connectivity across railroad tracks and Naito Parkway to access the River. Build new pedestrian bridges over the tracks at Marshall, connecting the Fields Park to Centennial Mills <u>over Naito Parkway</u> and explore a possible bridge that extends NW 13 <sup>th</sup> to the River. Explore feasibility of connecting this future bridge to the Broadway Bridge to directly connect cyclists to the Marshall bikeway and pedestrians to Naito Parkway. | <input type="checkbox"/> |
| 53 | BPS/Wendy<br>Rahm                               | <b>FAMILY HOUSING APPENDIX A ENTRY</b><br>p. 155/West End HN7                        | Comment: Note the first line refers to Goose Hollow, rather than the West End. It's not clear if this was intentional or not, but it is confusing.   | Fix typo.   | Support. Staff recommends the following language:<br><br>Encouraging the development of new housing suitable for families with children is a priority in <u>numerous districts, including the West End, Goose Hollow, Pearl, South Waterfront and South Downtown/University.</u>   | <input type="checkbox"/> |

| #  | Source         | TOPIC<br>Page #/ Reference                                 | Proposed Amendment   | Rationale for Proposed Amendment | BPS Recommendation   | Discuss?                 |
|----|----------------|--|--|----------------------------------|--|--------------------------|
| 54 | BPS/Wendy Rahm | <b>WEST END APPENDIX A ENTRY</b><br>p. 156/West End UD 2-4 | The West End is one of the most architecturally diverse parts of the Central City, with a range of building ages, styles, sales and uses. These range from Victorian houses and <u>mostly low and some mid-sized streetcar-era apartments to a few taller residential and mixed-use buildings skyscrapers.</u> | Refine language.                 | Support intent. However, staff recommends the following language:<br><br>The West End is one of the most architecturally diverse parts of the Central City, with a range of building ages, styles, sales and uses. These range from Victorian houses and mid-sized streetcar-era apartments to <u>taller</u> residential and mixed-use <u>buildings skyscrapers.</u> | <input type="checkbox"/> |

## E. IMPLEMENTER, LEAD & TIMELINE CHANGES

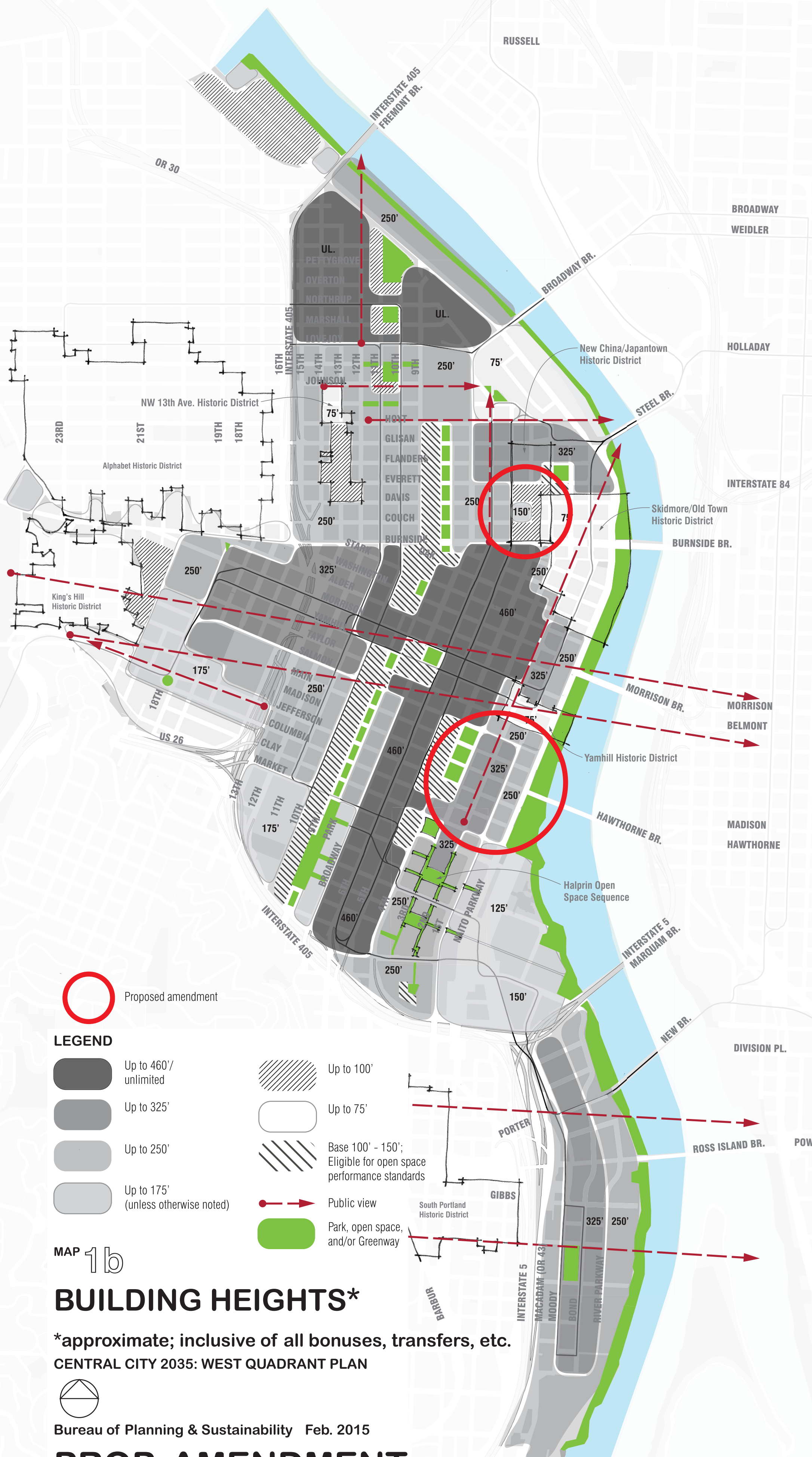
| #  | Source                  | TOPIC<br>Page #/ Reference  | Proposed Amendment  | Rationale   | BPS Recommendation   | Discuss?                            |
|----|-------------------------|---|---|---|--|-------------------------------------|
| 55 | Novick/PBOT             | <b>NOISE MITIGATION</b><br>p. 44/Central City-wide Housing and Neighborhoods Action HN7 | For residential areas, explore options to mitigate noise and air pollution from surrounding large transportation infrastructure.<br><br>Implementers: <del>PBOT, ODOT</del> , PBOT, BPS;<br>Timeline: 2-5 years.  | Make BPS the lead and funding agency and PBOT supportive agency.                                | Support. Staff recommends making ODOT lead with BPS and PBOT supporting.           | <input type="checkbox"/>            |
| 56 | Novick/PBOT /BPS        | <b>RIVER TRANSIT</b><br>p. 47/Central City-wide Transportation Action TR6               | Study and encourage green passenger vessel technologies including low impact and restorative propulsion for river transit and other passenger vessels.<br><br>Implementers: <del>PBOT, Private</del> , <u>PBOT, BPS</u> ;<br>Timeline: 6-20 years.                                | Consider making BPS the lead and make PBOT a non-lead agency or remove from action item.        | Support. Staff recommends adding Private as a lead and BPS as a supporting agency. | <input type="checkbox"/>            |
| 57 | Novick/PBOT Fritz/Parks | <b>GREENWAY TRAIL</b><br>p.48/Central City-wide Willamette River Action WR1             | Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and provide access to the river.<br><br>Implementers: <del>PBOT, Parks</del> , replace with: <u>PPR, PBOT</u> ;<br>Timeline: <del>2-5 years</del> , Ongoing. | Delete 2-5 years from timeline, leave as Ongoing only. Switch roles of implementation agencies. | Support intent, recommend making PBOT and PPR co-leads                             | <input checked="" type="checkbox"/> |

| #  | Source                     | TOPIC<br>Page #/ Reference   | Proposed Amendment   | Rationale  | BPS Recommendation   | Discuss?                 |
|----|----------------------------|--|--|--|--|--------------------------|
| 58 | Novick/PBOT<br>Fritz/Parks | <b>DOCKS</b><br>p. 49/Central City-wide<br>Willamette River<br>Action WR7              | Increase the efficient use of existing docks and river access points to avoid and minimize environmental impacts.<br><br>Implementers: <del>PPR, PBOT,</del> <u>PBOT</u> ;<br>Timeline: Ongoing  | Make PPR the lead agency and PBOT the supporting agency.   | Support. Staff recommends adding additional implementers as follows:<br><br>Implementers: <b>PPR</b> , PBOT, <u>PDC, MC, DSL, Private</u> .  | <input type="checkbox"/> |
| 59 | Fritz/Parks                | <b>BIKE/PED SAFETY</b><br>p. 67/Downtown<br>Transportation Action<br>TR2               | Develop and implement changes to bicycle and pedestrian circulation on Naito Parkway and the Waterfront Park Greenway Trail to reduce conflicts and improve safety and access.<br><br>Implementers: <del>PPR, PBOT,</del> <u>PBOT, PPR</u><br>Timeline: 2-5 years. | Change lead from PPR to PBOT   | Support.   | <input type="checkbox"/> |
| 60 | Fritz/Parks/<br>BPS        | <b>DOCKS</b><br>p.67/ Downtown<br>Transportation Action<br>TR4                         | Study feasibility of installing new or repurposing existing docks to accommodate commercial and recreational boating and river transit.<br><br>Implementers: <b>PPR, BPS,</b> <u>PPR, PBOT, PDC, Private</u><br>Timeline: 2-5 years.                               | Make BPS the lead agency for a river-wide perspective, with Parks and PBOT as partners. Add PDC and private as other partners to include all dock owners.                                | Support. Staff recommends adding PDC and Private as dock owners and relevant agencies to participate in action implementation.   | <input type="checkbox"/> |
| 61 | Novick/PBOT<br>/BPS        | <b>RIVER TRANSIT</b><br>p.68/Downtown<br>Transportation Action<br>TR15                 | Explore funding mechanisms, phasing and the implementation of river transit in Downtown.<br><br>Implementers: <del>PBOT, Private,</del> <u>PBOT, BPS, State and Federal</u> ;<br>Timeline: 6-20 years.   | PBOT should not be lead, make it BPS since bureau has River staff.   | Support. Staff recommends private entities lead on exploration of funding mechanisms, phasing and implementation of river transit.   | <input type="checkbox"/> |
| 62 | Fritz/Parks                | <b>SEAWALL</b><br>p. 73/Downtown<br>Environmental Action<br>EN8                        | Implementers: <b>PPR, OMF, BES, NOAA, Army Corps, DSL</b> ;<br>Timeline: 6-20 years.   | Investigate removing a portion of the seawall in Waterfront Park. Add BES, NOAA, Army Corps, and OMF as partner; OMF owns the seawall.   | Support.   | <input type="checkbox"/> |
| 63 | BPS/Wendy<br>Rahm          | <b>PARKING GARAGE REDEVELOPMENT</b><br>p. 79/West End<br>Regional Center Action<br>RC3 | Comment: Consulting with residents, livability and public square experts would seem to be in order with this valuable piece of property and the entire district's needs.   | Highlight that the neighborhood should participate in the exploration of options for redeveloping the site occupied by the City-owned parking garage at SW 10 <sup>th</sup> and Yamhill. | Support. Staff recommends the following implementers:<br><br>Explore options for redeveloping the site occupied by the city-owned parking garage at SW10th and Yamhill, including improved ground-floor retail presence.<br><br>Implementers: <b>PBOT, PDC, BPS, OMF, Private, DNA</b> ;<br>Timeline: 2-5 years. | <input type="checkbox"/> |

| #  | Source      | TOPIC<br>Page #/ Reference   | Proposed Amendment  | Rationale   | BPS Recommendation  | Discuss?                            |
|----|-------------|--|---|---|---|-------------------------------------|
| 64 | Fritz/Parks | <b>LHS SHARED USE</b><br>p. 80/West End<br>Housing and<br>Neighborhoods Action<br>HN4              | Explore opportunities for shared community use of PSU and Lincoln HS recreational facilities.<br><br>Implementers: <b>BPS, PPR</b> , PPR, PSU, PPS;<br>Timeline: 2-5 years, <u>6-20 years.</u>  | Make BPS lead, PPR a partner. Shared use will be explored as new development is planned over the life of the plan.  | Support.  | <input type="checkbox"/>            |
| 65 | Novick/PBOT | <b>RETAIL CORE CONNECTIONS</b><br>p. 89/Goose Hollow<br>Regional Center Action<br>RC5              | Prepare a strategy to strengthen Retail Core connections on SW Yamhill between the West End and SW 18 <sup>th</sup> ; and to activate Salmon with additional retail.<br><br>Implementers: <b>BPS, PBOT</b> , PDC<br>Timeline: 2-5 years.  | Remove PBOT from the list as PBOT should have a limited role.   | Support.  | <input type="checkbox"/>            |
| 66 | Fritz/Parks | <b>PUBLIC BOAT HOUSE</b><br>p. 101/Pearl District<br>Regional Center Action<br>RC7                 | Explore the possibility of building a public boat house.<br><br>Implementers: <b>BPS, PPR, Private</b>  | Boat house could be operated by a private company and generate revenue for PPR.   | Support.  | <input type="checkbox"/>            |
| 67 | Novick/PBOT | <b>BRIDGE RAMPS</b><br>p. 117/Old<br>Town/Chinatown<br>Transportation Action<br>TR2                | Study possible reconfiguration to the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.<br><br>Implementers: <b>PBOT, PDC</b> PPR, PBS, ODOT, <del>PDC</del> , UPRR, TriMet;<br>Timeline: 2-5 years. | PDC as co-lead. This action should be financed by PDC as a primary purpose is to create new development opportunities.  | Support.  | <input type="checkbox"/>            |
| 68 | Novick/PBOT | <b>GREENWAY TRAIL</b><br>p.117/Old<br>Town/Chinatown<br>Transportation Action<br>TR5               | Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access (especially under the Steel Bridge), reduce user conflicts and provide access to the river.<br><br>Implementers: <b>PPR, <del>PBOT</del>, PBOT</b><br>Timeline: 2-5 years.  | PPR should be lead on Willamette Greenway Trail improvements, which include the area under the Steel Bridge. PBOT is a supporting agency.                                       | Support   | <input type="checkbox"/>            |
| 69 | Fritz/Parks | <b>GREENWAY TRAIL</b><br>p. 117/Old<br>Town/Chinatown<br>Chinatown<br>Transportation Action<br>TR5 | See previous amendment proposal. In addition, change timeline to 6-20 years.  | Change lead from PPR to PBOT. Should be done with new Waterfront Park Master Plan. Need clarification – does this mean the Greenway Trail in the Park leading up to the bridge? | Staff does not support timeline change and also recommends that PPR be the lead with PBOT as a supporting agency. This is because future improvements would occur in the off-road Willamette River Greenway Trail area. | <input checked="" type="checkbox"/> |










| #  | Source      | TOPIC<br>Page #/ Reference  | Proposed Amendment   | Rationale   | BPS Recommendation | Discuss?                 |
|----|-------------|---|--|---|--------------------|--------------------------|
| 70 | Novick/PBOT | <b>USPS SITE ACCESS</b><br>p. 118/Old<br>Town/Chinatown<br>Transportation Action<br>TR8   | Improve access through the US Postal Service site to Union Station as it redevelops.<br><br>Implementers: <b>BPS, PBOT, PBOT</b> , PDC<br>Timeline: 6-20 years.  | BPS as lead as it relates to Master Planning for the super block. PBOT should have supporting role. | Support.           | <input type="checkbox"/> |
| 71 | Novick/PBOT | <b>ANKENY FOUNTAIN WALK</b><br>p.121/Old<br>Town/Chinatown<br>Urban Design Action<br>UD11 | Create a visible and branded Fountain Walk along SW Ankeny St., linking existing fountains and a potential new feature near car-free segment of Ankeny.<br><br>Implementers: <b>Private, RACC</b> , PBOT, <del>RACC</del><br>Timeline: 6-20 years.   | Make Private and RACC the lead and PBOT the supporting agency.                                      | Support.           | <input type="checkbox"/> |
| 72 | Fritz/Parks | <b>GREENWAY TRAIL</b><br>p. 129/South<br>Waterfront<br>Transportation Action<br>TR6       | Complete the greenway trail connecting it with the rest of the 40-Mile Loop Trail. Where feasible, explore opportunities for completing the trail prior to development rather than waiting for it to be completed with development.<br><br>Implementers: <b>PPR</b> , PDC, BES, BPS, Private<br>Timeline: <del>2-5 years</del> <u>6-20 years</u> . | The Greenway Trail near Zidell's barge launch is not expected to be built within five years.        | Support.           | <input type="checkbox"/> |





 Proposed amendment

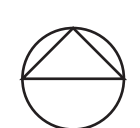
**LEGEND**

-  Up to 460'/unlimited
-  Up to 325'
-  Up to 250'
-  Up to 175' (unless otherwise noted)
-  Up to 100'
-  Up to 75'
-  Base 100' - 150'; Eligible for open space performance standards
-  Public view
-  Park, open space, and/or Greenway

MAP 1b

**BUILDING HEIGHTS\***

\*approximate; inclusive of all bonuses, transfers, etc.  
CENTRAL CITY 2035: WEST QUADRANT PLAN



Bureau of Planning & Sustainability Feb. 2015

**PROP. AMENDMENT**