

10-21-14 PSC Work Session Tentative Agenda

West Quadrant Plan Work Session

4:40	Introduction, Review of Materials Packet, Agenda	5 minutes
4:45	Height	
	Presentation (Joe Z)	30 minutes
	Discussion (PSC)	30 minutes
5:45	Old Town/Chinatown	
	Overview (Karl L, Nicholas S, Kathryn H)	5 minutes
	Discussion (PSC)	10 minutes
6:00	Housing	
	Overview (Karl L, Kathryn H)	5 minutes
	Discussion (PSC)	10 minutes
6:15	Environment/River	
	Overview (Sallie E, Mindy B)	5 minutes
	Discussion (PSC)	10 minutes
6:30	Parks/Green Loop/Bikes	
	Overview (Karl L, Mauricio L)	5 minutes
	Discussion (PSC)	5 minutes
6:40	Parking	
	Overview (Karl L, Mauricio L)	5 minutes
	Discussion (PSC)	5 minutes
6:50	Final Discussion/Comments	10 minutes
7:00	Adjourn	

ADDITIONAL PROPOSED REVISIONS

October 21, 2014

IV. ENVIRONMENTAL & RIVER CONTENT

Staff is proposing a few more edits based on feedback from Commissioner Houck and from the City's Bureau of Environmental Services. These changes address the following:

- Add elements to the scope of the update to the Willamette Greenway Plan (WR2)
- Bolster/clarify some of the policies, actions and terms
- Correct typos
- Add BES and BDS as implementers, where appropriate
- Correct some background information related to Ross Island

Who	Page #/Reference	Request	Revision
Staff	p. 41/Central City-wide Regional Center		Replacement Policy 11: Resilient Central City . Use planning and design in the Central City to <u>minimize and</u> mitigate the impacts of natural hazards.
Staff	p. 71/Downtown Environment Action		Change EN4. Evaluate the feasibility of adding <u>deep in</u> -water mooring structures at Hawthorne Bowl to minimize the impacts of boating and swimming on juvenile fish migration.
Staff	p. 71/Downtown Environment		New EN9 – Locate all new redevelopment west of Naito Pkwy <u>to minimize</u> and outside of the floodplain. Timeframe: Ongoing Implementers: BPS, <u>BDS</u> , Private
Staff	p. 116/OTCT Transportation		TR5 ...facilitate continuity for bike and pedestrian access, <u>(especially under the Steel Bridge)</u> , reduce user conflicts...
Staff	p. 120/OTCT Environment	Focus on environmental enhancement, move human access portion of action to TR5	EN2. Edit to read: Improve human access and river health by redesigning and implementing a floating boardwalk with enhanced native vegetation on the bank in the McCormick Pier area.
Staff	p. 123/South Waterfront Key Elements of the Concepts		Element 1. Add: ...attraction to the district <u>and also provides habitat for wildlife.</u>
Staff	p. 130/South Waterfront Environment		Add to implementers: <u>BES</u>

Staff	p. 142/South Downtown/ University Environment	Use term beach when it relates to humans and the term shallow water when it relates to fish habitat.	EN1 beach <u>shallow water</u>
Staff	P. 143 Appendix A, WR2		<p>Edit item 3 to include: <u>Develop a mitigation strategy for in-water and riparian impacts.</u></p> <p>Change: The Willamette has 47 species listed under the Endangered Species Act...</p> <p><u>New 11. Develop a Central City-wide strategy for protection and enhancement of aquatic species. Develop approaches to avoid, minimize and mitigate the effects of increased boating on habitat.</u></p>
Houck	Work Session Attachment 5: Ross Island Issues and Potential Solutions		See revised Attachment 5: Ross Island Issues and Potential Solutions (ATTACHED)

V. PARKS, BIKES, GREEN LOOP

Staff is proposing an additional edit based on feedback from Commissioner Smith and from the City's Bureau of Transportation. These changes address the following:

- Explicitly state that a feasibility study of removing or reconfiguring the ramps and approaches to the Morrison Bridge will consider southbound freeway access from the Central Eastside.

Who	Page #/Reference	Request	Revision
Smith	p. 61/Downtown Regional Center	Can we include some kind of value statement in the plan that preserving freeway access from the Central Eastside is something that has to be considered in any study of ramp removal or reconfiguration?	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. <u>Consider the impacts to providing southbound freeway access from the Central Eastside.</u>

ENVIRONMENTAL & RIVER CONTENT: ATTACHMENT 5

Ross Island Issues and Potential Solutions (excerpt, revised)

Issues

- A. The problem: Boating, camping and other activities including excessive noise, are negatively impacting fish and wildlife habitat especially on publicly owned property and the Ross Island Lagoon. This situation is in part due to a larger issue related to homelessness. It will worsen if intervention is not taken as human access on the Willamette River is increasing.
- B. Short term enforcement: Enforcement is hindered by multiple ownerships (Ross Island Sand and Gravel, City of Portland, Port of Portland, Department of State Lands), jurisdictions (US Coast Guard, State of Oregon, Multnomah County and City of Portland) and a lack of consistent regulations and enforcement.
- C. Long Term management: There is no long-term management plan for the Ross Island, as part of the Ross Island-Holgate Channel-Oaks Bottom Complex. The City anticipates long-term management of the island when it has full ownership over it or when a long-term management plan has been completed and funding is available for resource management.
- D. Property acquisition or donation: Large portion of the island is in private control and is used as a sorting operation. Also, the Port's property is not developed. Restoration and management will best be accomplished when under one public ownership.

Possible Solutions

Enforcement

1. Convene property owners and jurisdictional representatives to identify short and long term actions to address enforcement. Potential actions already identified include:
 - a. Petition the DSL Director and Land Board to prohibit Ross Island area camping/trespassing on lands governed by DSL and along the banks of the Willamette River from downtown to the Oaks Bottom Wildlife Refuge.
 - b. Review, develop and enact if necessary, policies and rules regarding human activity in the Ross Island area, e.g. noise abatement through an update to the *Willamette Greenway Plan*.
 - c. Identify actions that Ross Island Sand and Gravel and the Port of Portland can take to address the issue on their lands.

Long term management and Property Acquisition/Donation

2. Fund the development of a Natural Resources Management Plan for the Ross Island-Holgate Channel- Oaks Bottom Complex ~~that includes Ross Island~~. The plan should be a multi-property owner plan that is developed or accomplished when funds and staffing resources become available. If the other property owners are not willing or able to participate, it will be done when more of the island is ~~all~~ under public-City ownership. It would include actions to maintain and restore the island and clarify public access use and restrictions. Portland Parks and Recreation staff are developing a schedule for

completion of natural resource management plans and this area is part of the discussion.~~In 2002 the Department of State Lands completed a management plan for Ross Island restoration that became optional in a permit. It could be implemented in the interim.~~

3. Portland Parks and Recreation is exploring with the Port of Portland, a donation of the Port's property to the City.

Background

Environmental Conditions

Ross Island, the main island of a four-island cluster (includes Hardtack, East Island and Toe Island) and is part of the Ross Island-Holgate Channel -Oaks Bottom Wildlife Refuge complex.

The Holgate Channel provides quality shallow water habitat for migrating and resident fish including 7 federally listed endangered or threatened fish species and is used by at least 50 species of migratory, e.g. Osprey, and resident birds including eagles and herons. The majority of Holgate Channel is designated No Wake, from the tip of Ross Island to the northern entry into and including the lagoon, by the Oregon State Marine Board.

The City's Natural Resources Inventory Update (2012) showed a good portion of the island has high ranking resources (City of Portland and Port of Portland owned properties).

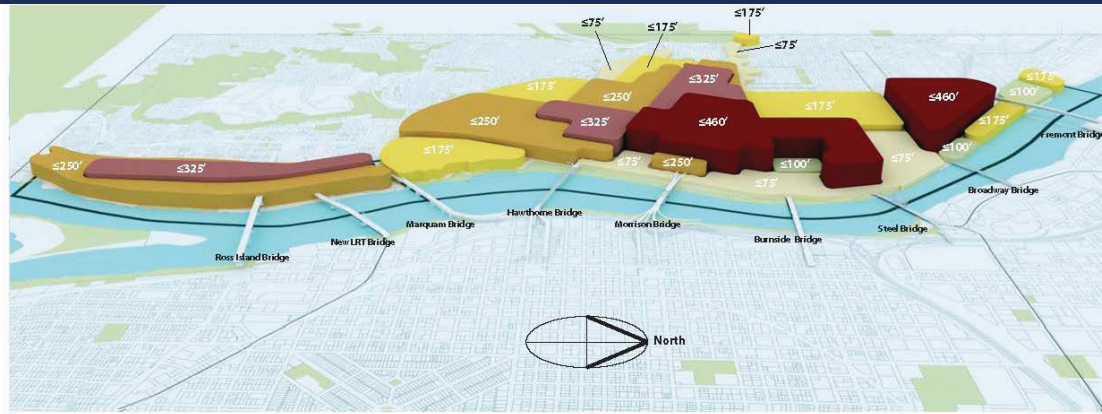
All of the island is within the 100 year flood plain and 1996 flood inundation area.

Recreation

This is a popular destination for boaters to view natural resources including wildlife and/or visit the island's beach and upland areas. Most are daytime visitors, but increasingly, the number of boaters are coming to the island to camp. Some of these campers may be homeless. Overnight camping, fires or access to City property is not allowed without prior approval. Signage on the shoreline communicates this information.

NO FURTHER CHANGES IN ATTACHMENT

EXISTING HEIGHT LIMITS



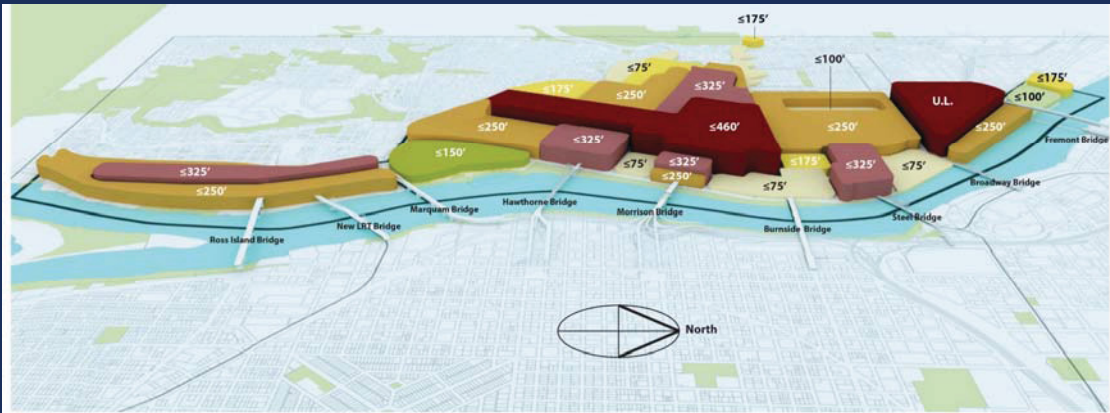
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PROPOSED HEIGHT LIMITS



LEGEND:



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Proposed Height Changes

1. Old Town/Chinatown
2. Bridgeheads
3. South Transit Mall
4. South Auditorium District
5. South Pearl District
6. Pearl District Waterfront



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| 14

1. Old Town/ Chinatown



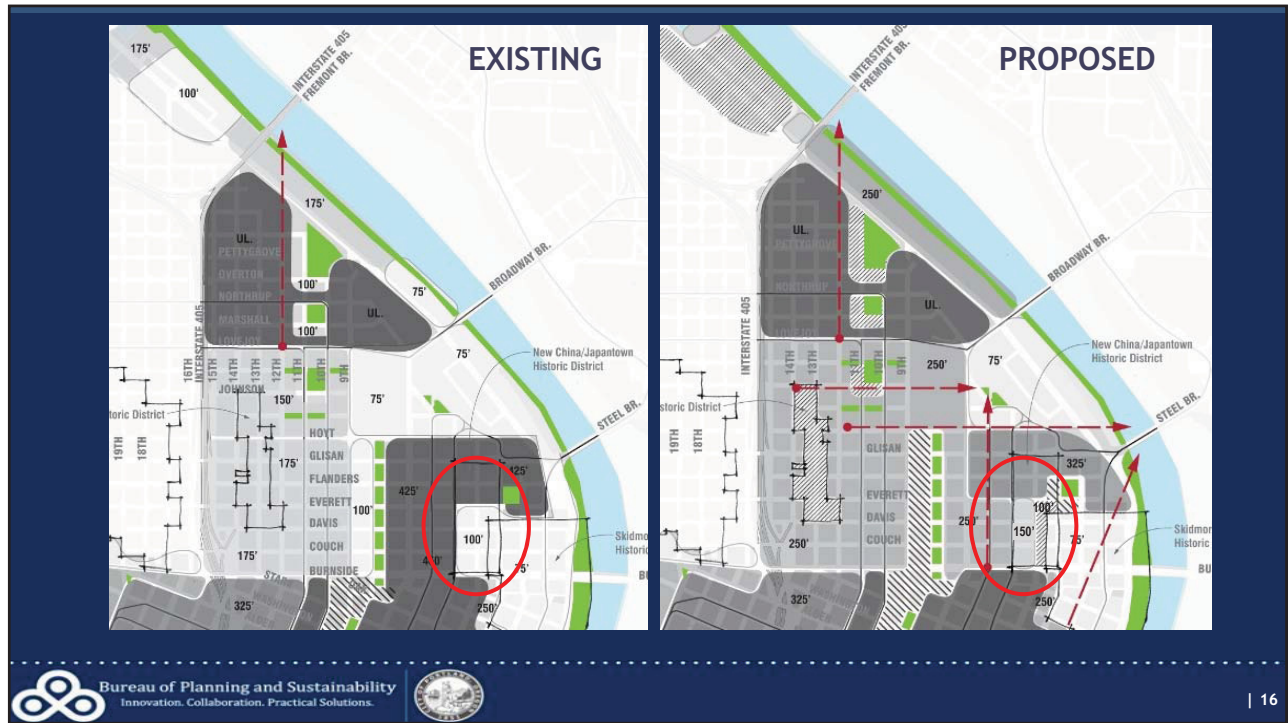
- Flexibility for key redevelopment sites
- Requires height transfer from historic property
- Height change only after update of historic district nomination and design guidelines



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| 15



Old Town/Chinatown: Existing Conditions



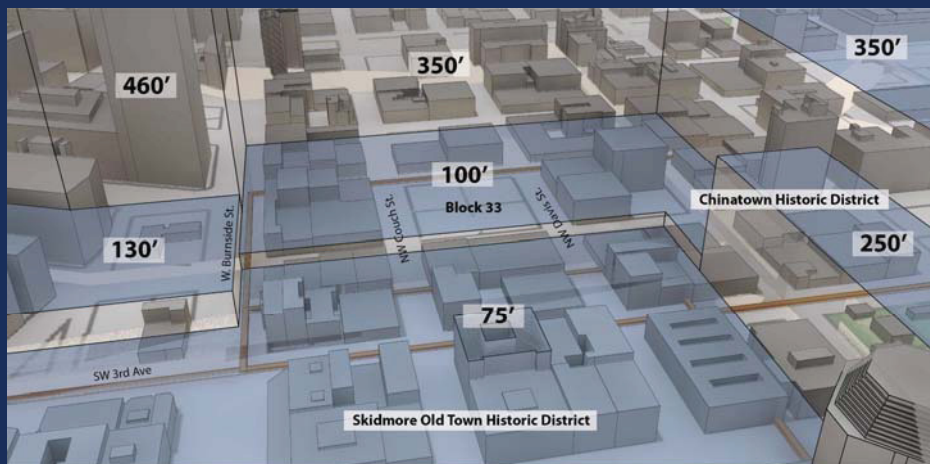
Old Town/Chinatown: Redevelopment Sites



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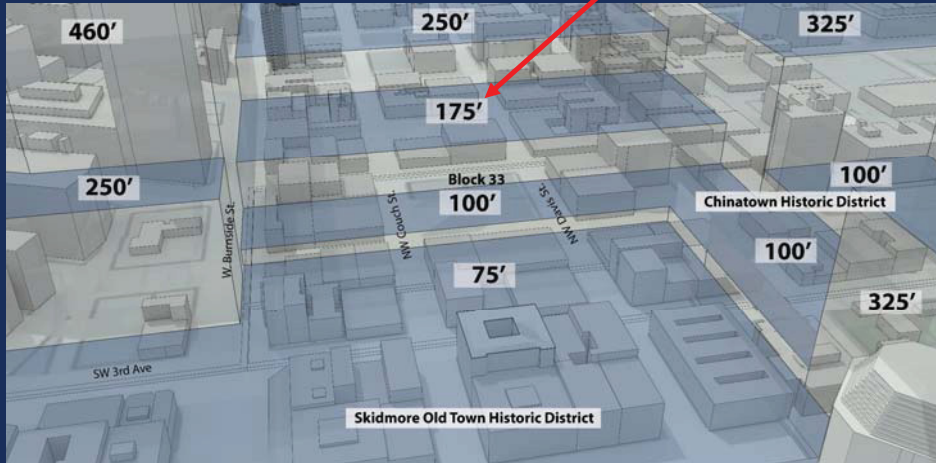
Old Town/Chinatown: Existing Height Limits



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Old Town/Chinatown: Proposed Height Limits Revised Proposal = 150'



Old Town/Chinatown: Building Volumes with Existing Height Limits (100')



Old Town/Chinatown: Looking N along NW 4th (100')



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Old Town/Chinatown: Building Volumes with Proposed Height Limits (150')



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Old Town/Chinatown: Looking N along NW 4th (150')

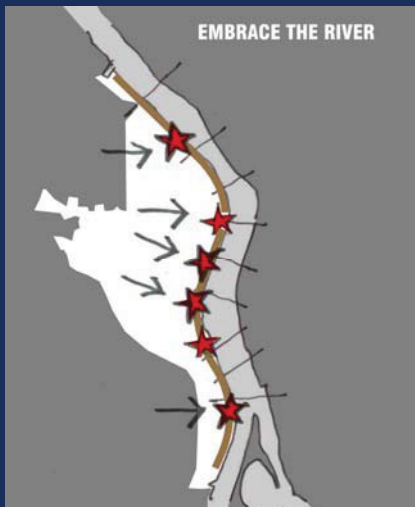


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| 24

2. Bridgeheads



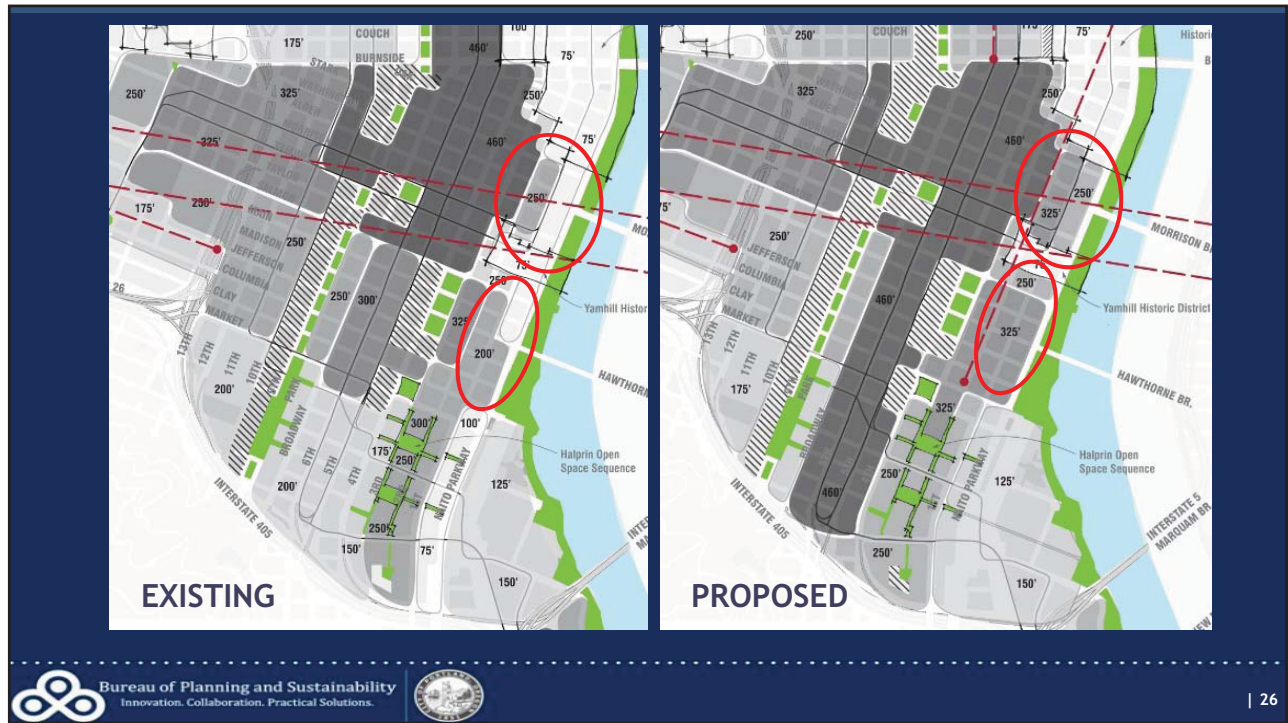
1. Flexibility for constrained sites
2. Bring day-to-day activity/density closer to waterfront
3. Protect adjacent historic districts
4. Recommended in 1972 Downtown Plan and 1988 Central City Plan



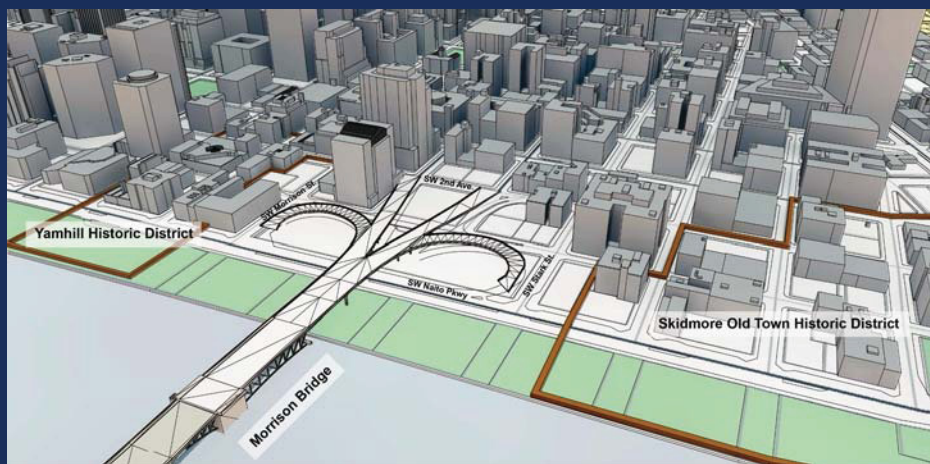
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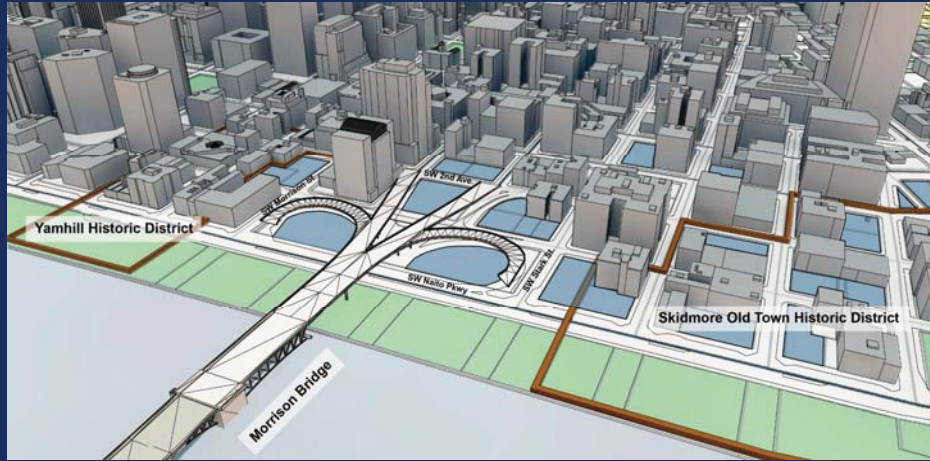
| 25



Morrison Bridgehead: Existing Conditions



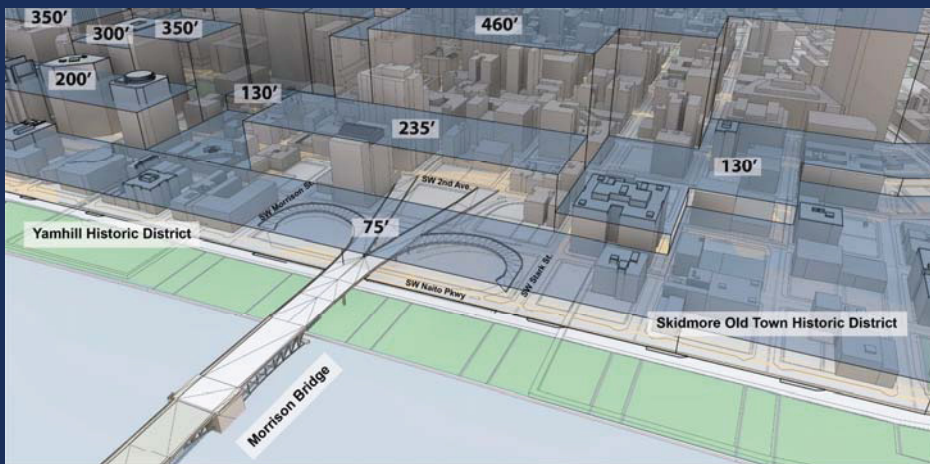
Morrison Bridgehead: Redevelopment Sites



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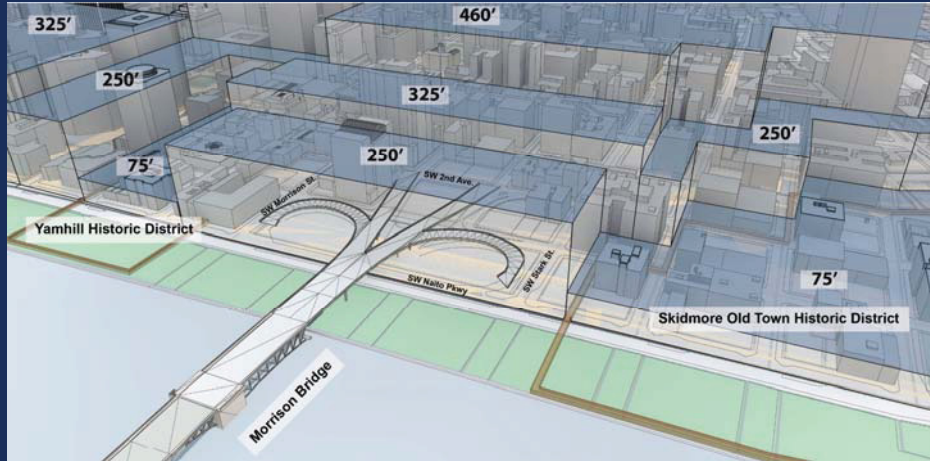
Morrison Bridgehead: Existing Height Limits



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Morrison Bridgehead: Proposed Height Limits

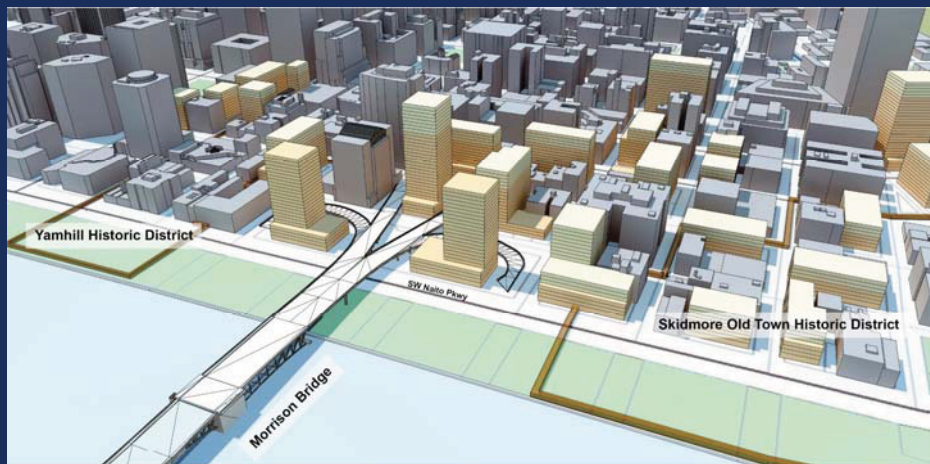


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| 30

Morrison Bridgehead: Building Volumes with Proposed Height Limits & Shadow Study April 21, 12 PM



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| 31

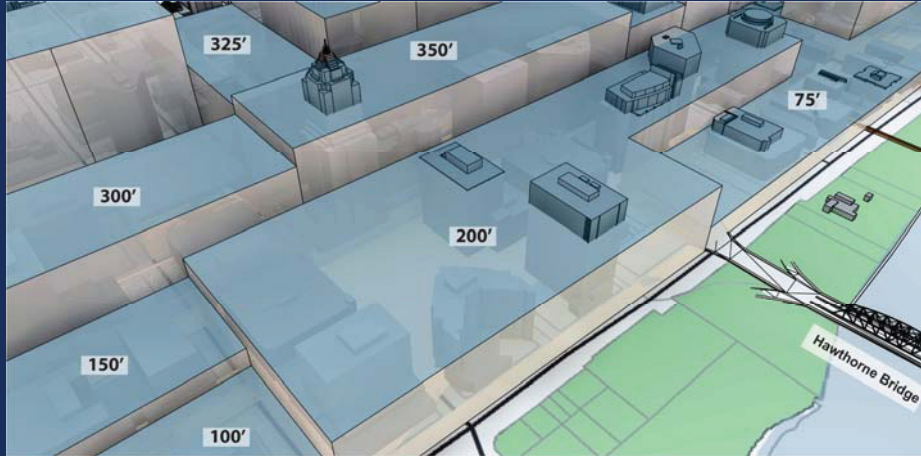
Morrison Bridgehead: Building Volumes with Proposed Height Limits & Shadow Study April 21, 3 PM



Hawthorn Bridgehead: Existing Conditions



Hawthorn Bridgehead: Existing Height Limits



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Hawthorn Bridgehead: Proposed Height Limits



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Hawthorn Bridgehead: Building Volumes with Proposed Height Limits

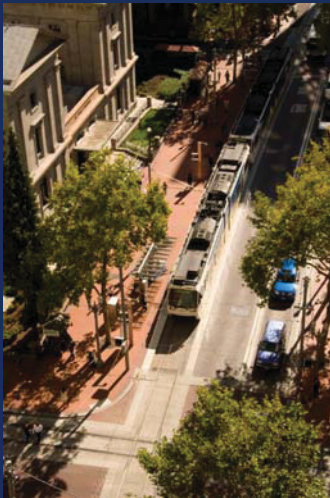


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| 36

3. South Transit Mall



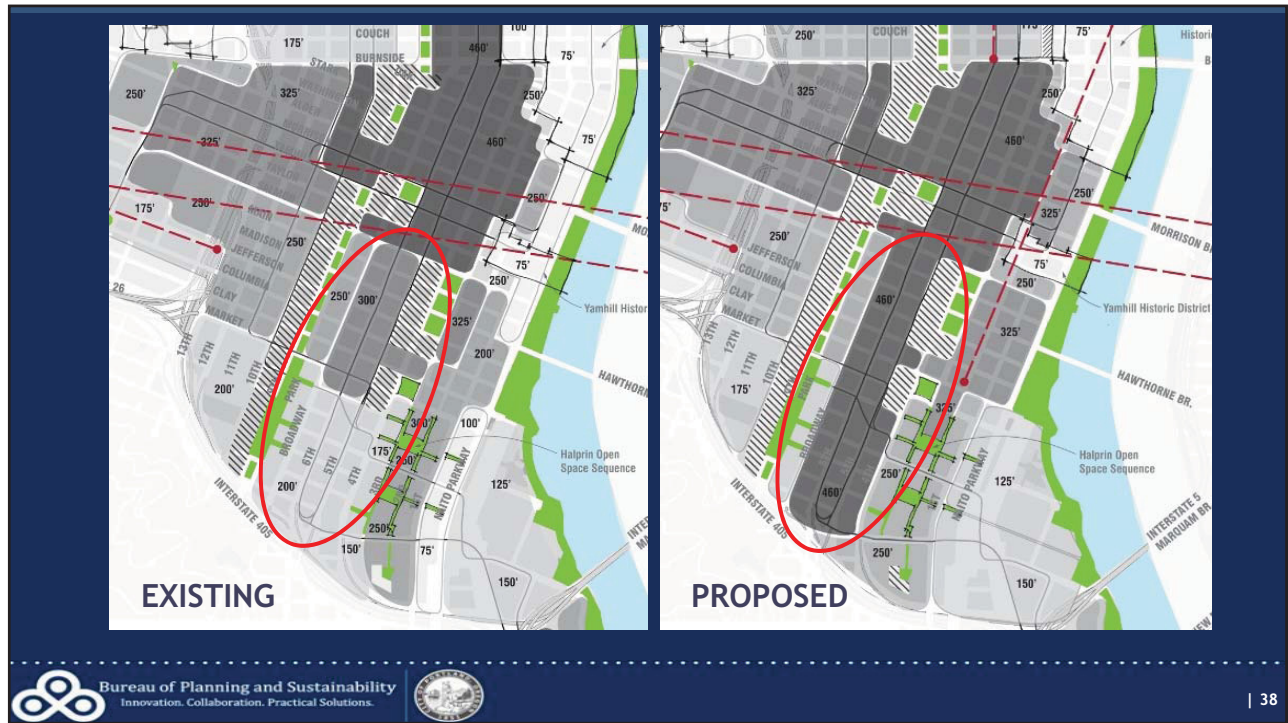
- Put more development/design flexibility on regional transit
- Development opportunities on northern portions
- SAC interested in additional FAR but need to check transportation impact



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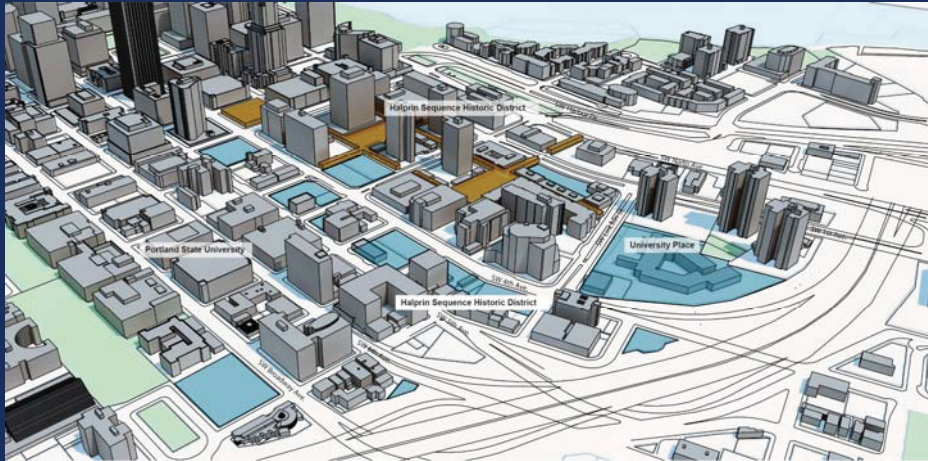
| 37



South Transit Mall: Existing Conditions



South Transit Mall: Redevelopment Sites



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| 40

South Transit Mall: Building Volumes with Existing Height Limits

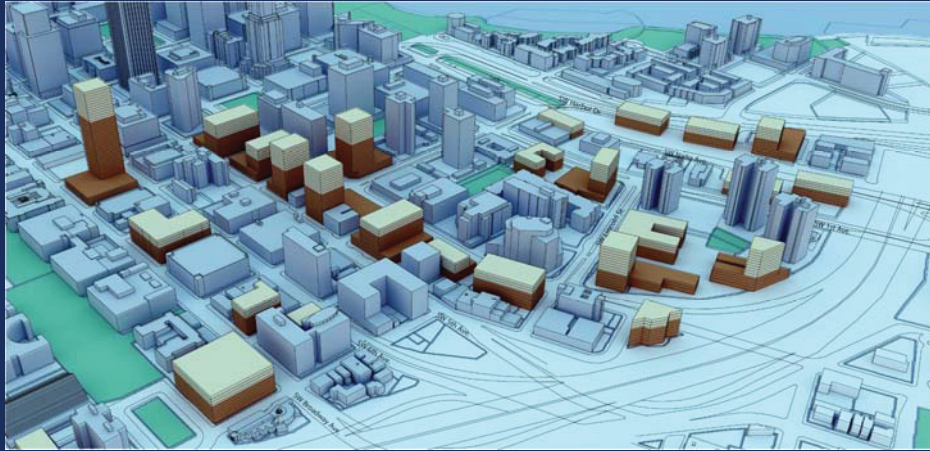


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| 41

South Transit Mall: Building Volumes with Proposed Height Limits



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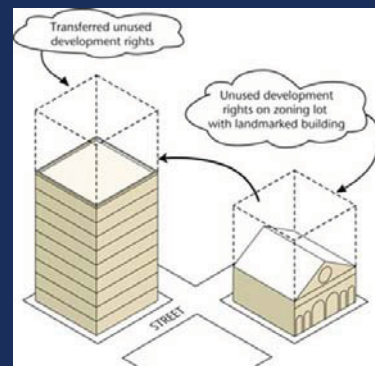
| 42

5. South Pearl District 6. Pearl District Waterfront



175 ft to 250 ft. in return for:

- Transfer from historic buildings
- Public waterfront improvements



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| 43



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