



## MEMORANDUM

**DATE:** February 4, 2022

**TO:** Planning and Sustainability Commission

**FROM:** Eric Engstrom, BPS, Principal Planner  
Joan Frederiksen, BPS, City Planner

**CC:** Andrea Durbin, BPS, Director  
Cassie Ballew, BPS, City Planner - Urban Design  
Design Commission

**SUBJECT:** Supplemental elements for Draft technical amendments for the Proposed Draft of the West Portland Town Center Plan

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The Planning and Sustainability Commission (PSC) will hold a work session on the Proposed Draft of the West Portland Town Center (WPTC) Plan on February 8, 2022. This follows panel discussions on October 26, 2021, and work sessions on November 9 and November 30, 2021, and January 11, 2022.

This memo includes supplemental materials related to the table of technical amendments provided in the January 7, 2022 memo to the PSC. Specifically, it includes updated diagrams and graphics as well as a reorganized and refined Land Use Growth Concept and Urban Design Framework section for the report. Two additional technical amendments have also been included at the end of the table.

### Schedule recap

The PSC received oral testimony about the WPTC Plan at public hearings on September 14 and 28, 2021. The testimony period closed on Friday, October 29, 2021. A summary of testimony received dated November 1, 2021 is [available on eFiles](#), while all testimony can be viewed through the [online testimony reader](#). The PSC will hold additional WPTC Plan work sessions on March 8 and April 12, 2022.



**February 4, 2022**

This is a revised technical amendments table for the Proposed Draft of the West Portland Town Center Plan (August 2021). This revised section provides updated and supplemental information related to the technical amendments table shared with the PSC in a January 7, 2022 memo. Specifically, supplemental information is provided for Amendments #12, 13, 14 and 25 in the form of updated diagrams and an updated Urban Design Framework section. In addition, there are two new amendments, #33 and 34, added to the end of the table. **All new information in the table is called out in bold.**

These technical amendments have predominantly not been discussed by the Commission. These amendments have been gathered by staff either from public or agency comments, or through further review of the draft. There are 24 amendments in this technical amendments category.

Changes to the Proposed Draft are shown in **grey highlight**.

*All page numbers noted refer either to the WPTC Plan Proposed Draft report in [Volume 1](#) or the zoning code and commentary in [Volume 2 \(Section 5\)](#).*

### Technical Amendments (Staff Requested Consent List)

# 11 – #32 x WPTC Plan report or Zoning Code/Commentary Edits			
#	Volume page #	Report or Code Section	Amended Language or Zoning Code
11	Vol 1 – pg. 44	Shared Growth Concept - South	Fix typo: Amenities include the Jackson Middle School.
12	Vol 1 – pg. 32-45	Urban Design Framework	Based on feedback from the PSC and Design Commission during the joint hearing, edits are being prepared to clarify the Land Use Growth Concept section (Urban Design Framework). This includes reorganizing and fine-tuning the language and graphics, as well as adding clarifying distinctions for the Green Ring and Green Scapes concepts. <b><i>(See edits on pages 6 - 25 of this memo.)</i></b>
13	Vol 1 – pg. 52	Goal 1B – Circulation Concept Map	Add SW Trails locations to the Circulation Growth Concept diagram. <b><i>(See updated diagram on page 26 of this memo.)</i></b>
14	Vol 1 – pg. 36	Shared Growth Concept	Refresh and update the “20-Year development scenario” rendering to include correct location for NW section of Green Ring (error), remove community garden from Jackson MS site (new information), <b>refine the legend, and add broader multi-cultural hub areas.</b> Regarding the Jackson MS site, Portland Public Schools requested removal of community garden at this location as other plans are in the works for the site. <b><i>(See updated rendering on page 27 of this memo.)</i></b>
15	Vol 1 – pg. 56	Goal 1B – Action 16	Include BPS as one of the lead agencies for this action. “Agencies: <b>BES, PBOT, BPS, PPR</b> ”
16	Vol 1 – pg. 67	Policies supporting vision for strong people and communities	Fix typo in policy number: “use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing (CP 5.53)”

Note: changes to the Proposed Draft highlighted in grey

17	Vol 1 – pg. 82	Goal 2E – Action 3	Change/update timeline to medium term.
18	Vol 1 – pg. 87	Community Development Implementation	Add “Potential” to the table title on page 87 so it reads: “Potential New Funding or Resources”
19	Vol 1 – pg. 90	Coordinated Growth Strategy	Add “investments” to further clarify and fix typo: “This Plan’s growth strategy uses phased and strategic rezoning and sequenced public infrastructure investments, along with cross-bureau coordination to guide growth over the next 2 to 3 decades...”
20	Vol 1 – pg. 90	Coordinated Growth Strategy	Add “in Portland” to further clarify: “Support growth goals similar to other town centers in Portland.”
21	Vol 1 – pg. 90	Coordinated Growth Strategy	Add “proposed” to further clarify: “The graphics on pages 95-97 show the proposed sequencing of zoning and public infrastructure projects.”
22	Vol 1 – pg. 90	Coordinated Growth Strategy	Fix typos: “Phase I zoning changes, to be set in place with adoption of the Plan, include but are not limited to the following:
23	Vol 1 – pg. 91	Coordinated Growth Strategy	Fix typos: “Pair zoning changes with infrastructure. Challenging local streets and stormwater receive new Comprehensive Plan designations for multi-dwelling. These properties would be eligible for rezoning when a strategy is developed to address the stormwater system and right of way improvement needs of new development.”
24	Vol 1 – pg. 91	Sequence public infrastructure projects	Add clarifying note at end of this page: “The Green Ring is expected to be developed incrementally. Additionally, this list represents TSP projects which typically do not include improvements on local streets, such as neighborhood greenways, which is generally the level of improvement anticipated for the Green Ring.”

25	Vol 1 – pg. 94	Sequence public infrastructure projects	Revise the 10 to 20 year phase map to reflect correct/final light rail alignment heading into and through the Barbur Transit Center site. <b>(See updated map on page 28 of this memo.)</b>
26	Vol 1 – pg. 106-111	TSP Project List	Update TSP projects table to reflect language adjustments requested by PBOT and other corrections to titles or project descriptions. With the exception of the Luradel Pedestrian Bridge project, which is noted as a potential substantive amendment earlier in this memo, none of the technical edits alter the proposed scope or intended sequencing of TSP projects associated with the Plan. <i>(See full table edits on pages 27-33 of this memo.)</i>
27	Vol 1 – pg. 110	TSP Project List – line 15	Correct project timeline for Markham School Overpass project: “Current: 11-20 yrs”
28	Vol 1 – pg. 113-114	Street Classifications Table	Update the street classification changes table to reflect updated PBOT input on initially proposed changes, eliminating a number of previously proposed class changes in the Design category. Specifically, further consideration was given to keeping some alignment between the Design and traffic classification so as not to signal increases in traffic volume or lane area on these streets and that by virtue of being in a center, the sidewalk standards would be incrementally increased. Related to these changes the updates also remove two streets from the table, SW 35 <sup>th</sup> (Barbur to Dolph Ct.) and SW 40 <sup>th</sup> (Wilbard to Huber), which would now not have any proposed changes and thus do not need to be called out. <i>(See full table with edits on pages 34-35 of this memo.)</i>
29	Vol 2 – zoning code - pg. 13	Commercial parking as a conditional use in the Employment Focus Areas - 33.595.120.B.2	Add new approval criteria in Chapter 33.815 Conditional Uses for review of commercial parking facilities in the Subdistrict A Employment Focus Area. Modeled on existing criteria used for other plan districts with commercial parking. <i>(See full text of this amendment on page 36 of this memo.)</i>

Note: changes to the Proposed Draft highlighted in grey

30	Vol 2 – zoning code - pg. 19	Minimum FAR in Subdistricts A and B	Revise language to clarify that it does not apply to portions of a site that are not MU as might be case with a split zoned site. <b>“C. Minimum floor area ratio in Subdistricts A and B.</b> Generally, there is no minimum required floor area ratio in the West Portland Multicultural plan district except in Subdistricts A and B, shown on map 595-1, where the minimum required floor area ratio is 1.5 to 1. The minimum required floor area ratio does not apply within single-dwelling residential or RM1 zones.”
31	Vol 2 – zoning code - pg. 21	Commentary for 33.595.130	Fix typo: “Some of the standards that apply in the 'm' overlay, such as the active ground floor uses, are the same but use Map 595-3, Commercial Corridors and Residential Corridors, to indicate where the regulations apply.”
32	Vol 2 – zoning code - pg. 21	Transfer of FAR	Fix typo: “Receiving site. FAR may be transferred to sites zoned multi-dwelling or commercial/mixed use. Until January 31, 2032, receiving sites...”
33	Vol 2 – zoning code - pg. 110	Commentary for 33.595.240	Fix typo in second to last sentence: <b>“Affordable Commercial Space Program”</b>
34	Vol 1 – pg. 23, 45 and 82	References to new community garden at Jackson Middle School	Update report language to reflect direction from PPS that Jackson MS no longer be prospective garden site, including changes to Goal 2E, Action 4 on page 82 and other references on pages 23 and 45. This is in addition to removing garden location from Land Use Concept and Circulation Diagrams and the 20-yr Perspective rendering.

**AMENDMENT # 12 – Urban Design Framework – Volume 1, pages 32-45**

## **SHARED GROWTH LAND USE CONCEPT AND URBAN DESIGN FRAMEWORK**

### **DEVELOPING A GROWTH CONCEPT**

The project team worked with the Community Advisory Group and community-based organizations to engage the broader community on their hopes and priorities for the future of this area. A large community workshop in November 2019, supplemented by one focus group of Swahili speaking residents, provided participants the opportunity to develop their own future growth concepts in small groups. Participants used a menu of different types of buildings, streets and open spaces to make maps of the future.

Workshop results were digitized, analyzed for common patterns, and developed by the project team into three draft growth concept alternatives varying in the following ways:

#### **Mix of future land uses and types of buildings.**

The Draft Growth Concepts showed different mixes of housing and jobs with implications for the types of

jobs (retail vs. office), as well as different building heights and sizes, and amounts of mixed-use activity.

#### **Location of new housing and commercial services.**

The Concepts differed by whether new development would be taller and more concentrated along the Capitol Hwy and Barbur corridors, or lower density but more broadly distributed into surrounding neighborhoods with mixed-use development along and near the corridors.

#### **Amount and types of transportation**

**improvements.** The Concepts with more growth distributed off of the corridors were paired with more transportation improvements throughout the area.

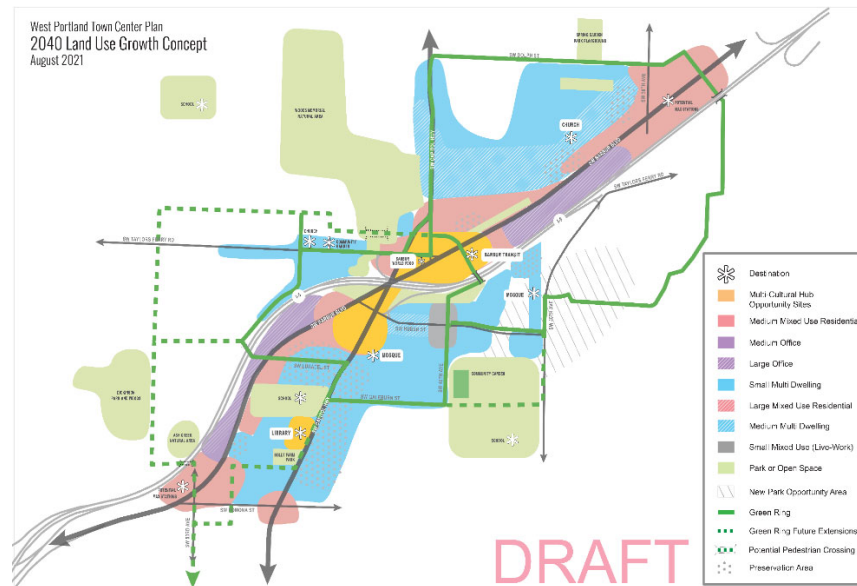
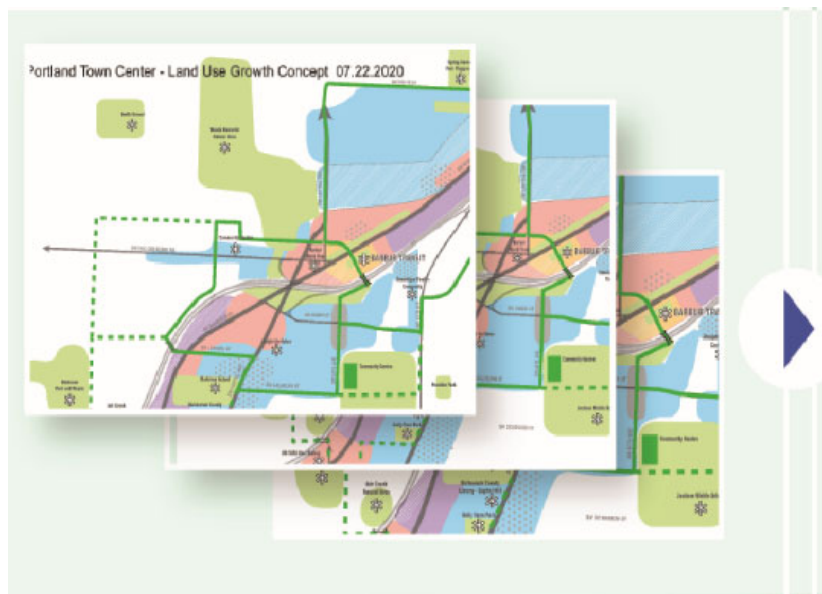
**Open space and green systems.** The Concepts with more growth distributed off of the corridors were paired with either a green ring connecting parks, natural area, schools and commercial streets, or enhanced pedestrian streetscapes on key roadways. Growth concentrated along corridors was shown with little new open space.

The three alternative concepts were shared with the community in March 2020, through both in-person and online open houses, both with opportunity to provide feedback via a survey. The survey asked the respondents which of the concepts they felt best supported the plan’s Community Goals and what they thought about different land use, development, and transportation choices for the area. Respondents overwhelmingly signaled that “Concept A” best supported the goals while also calling out features of the other concepts that they supported. Respondents also provided valuable input to help guide

what elements from the three draft concepts should move forward in a draft preferred growth concept.

The preferred growth concept was further refined, through a review by the Technical Advisory Committee, to align with Comprehensive Plan goals, the health equity findings for the area, relationships to existing and future infrastructure capacity and compatibility with potential transit improvements.

The proposed growth concept, on next page, reflects the features most supported by community input, which are detailed on pages 38 to 42.



Note: changes to the Proposed Draft highlighted in grey



## Key growth concept terms

- **Barbur Transit Center (BTC)** — Site in the center of the Town Center that currently provides bus transit access and park-n-ride spaces.
- **Bi-nodal center** — A place that has two focal points for commercial and civic activities.
- **Mixed use** — A combination of residential, commercial, and office use
- **Multi-dwelling** — A range of residential development, including apartment buildings of various sizes, detached houses on larger lots (cottage clusters), attached housing, and row houses
- **Multicultural hub** — An area with a concentration of culturally relevant goods, services, gathering spaces and nonprofits serving the area’s immigrant and refugee communities
- **Green Lung(s)** — An area where trees or vegetation serves to mitigate for air quality or heat island impacts.
- **Green Ring** — An accessible all-user route around the town center on local and main streets that provides access to different areas via a comfortable and safe network
- **Green Scapes** – Vegetation and green design features along key sections of main streets to support an inviting people-friendly environment
- **Preservation area** — An area where retention of low-cost market rate apartment buildings is encouraged
- **Taylor’s Ferry Promenade** — A promenade and shared street concept with proximity to SW Collins St and parallel to Barbur Blvd.

## PROPOSED GROWTH CONCEPT SUPPORTS COMMUNITY VISION

The future of the West Portland Town Center is one of a vibrant and diverse gateway destination, complete with a bustling transit center and multi-cultural hub. With a high level of pedestrian and commercial activity, the Crossroads is transitioning to a welcoming space, home to a vibrant bi-nodal center with commercial and civic services on main streets both north and south of Barbur, which serves as a strong central spine drawing activity and movement into and through the center.

A redeveloped Barbur Transit Center (BTC) has fostered a more welcoming and walkable mixed-use environment around Barbur and north of I-5 while drawing new energy and valued services to the area.

A newly realigned and improved SW Collins St helps anchor and enliven a well-used pedestrian and cyclist route between the open spaces at Jackson Middle School and Woods Memorial Natural Area. This northern node would be further supported by a reimagined Taylors Ferry frontage road featuring a promenade-like shared public space parallel to Barbur, and proximate to the Collins main street.

The Multi-cultural Hub subdistrict has revitalized the heart of the town center, enhancing the area’s cultural diversity with its large, welcoming plaza, cultural spaces and ethnic small businesses.

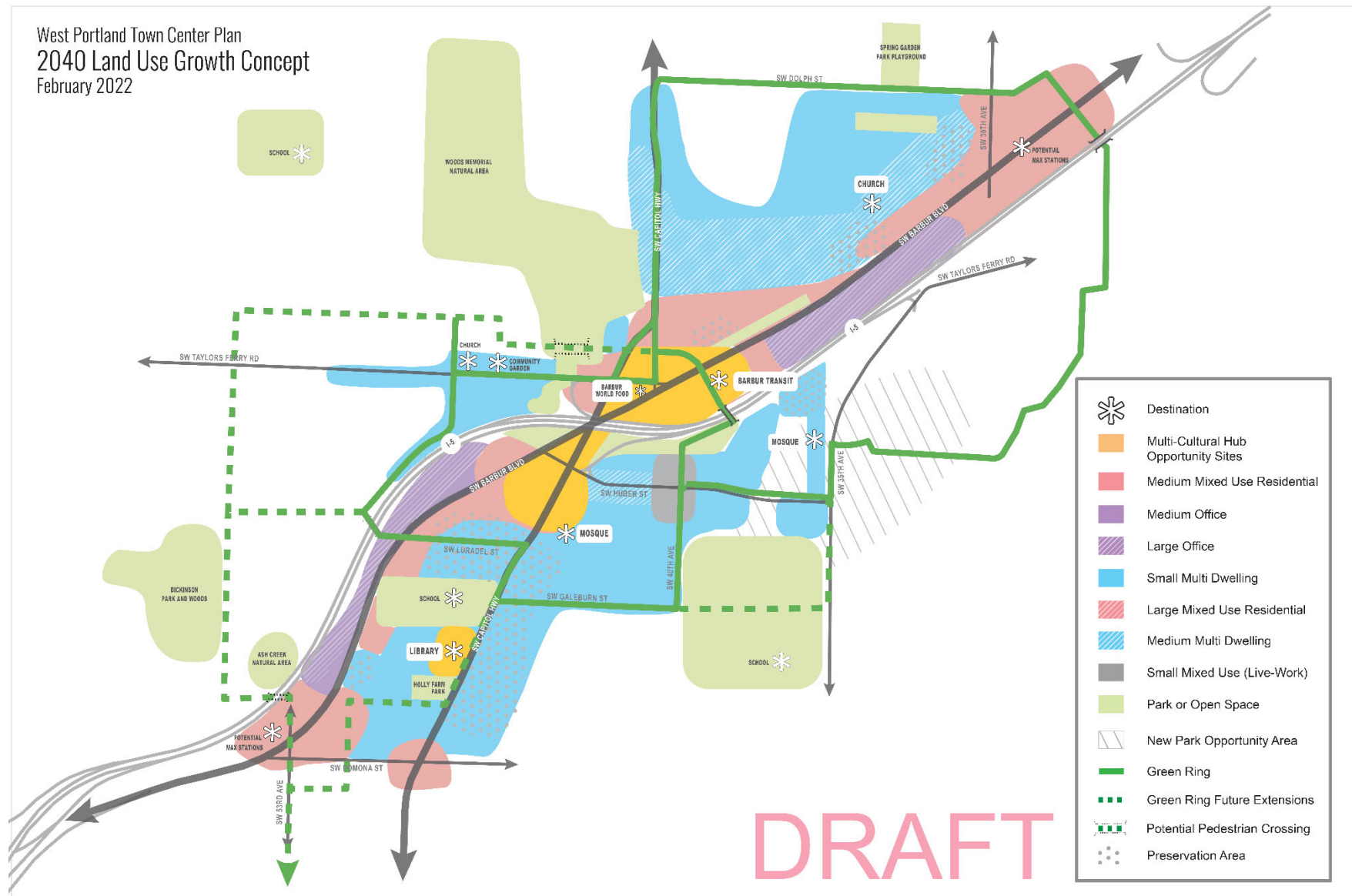
North of Barbur Blvd has transformed into a well-connected area with access to mixed-use commercial development near the center and multi-dwelling development along Capitol Hwy and Taylors Ferry Road.

South of Barbur, Capitol Hwy is the main street with mixed use development and a civic campus “spine” featuring the elementary school, library, and a mosque on or along it. A small mixed-use live-work node at Huber and 40th has created more walkable service options along with improved access and visibility for the existing I-5 pedestrian bridge that lands at the rear of the BTC site.

Safe and comfortable pedestrian and bicycle connections are numerous and offer opportunities to traverse into, and across, the town center without a car. Trees and green design features enhance the center’s busy main corridors by creating a green scape buffer from traffic. A center-wide Green Ring has created a safe and welcoming circulation and recreation network helping with access to daily needs, services, and open spaces.

Finally, the quality of life for the communities within this town center has improved and they are healthy, thriving and remain resilient, with unencumbered access to affordable housing, services and green spaces.

See the Land Use Growth Concept diagram on page 36, the Circulation Growth Concept diagram on page 59, and the 20-year Perspective rendering of the area on page 52.



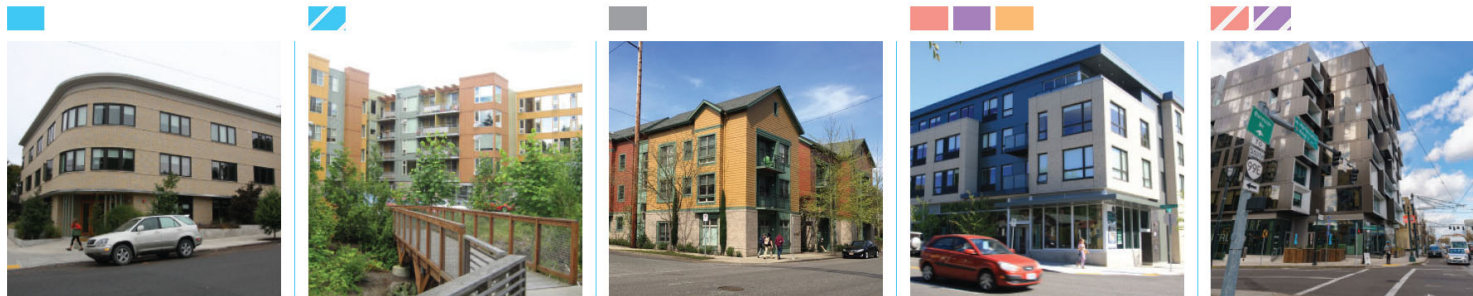
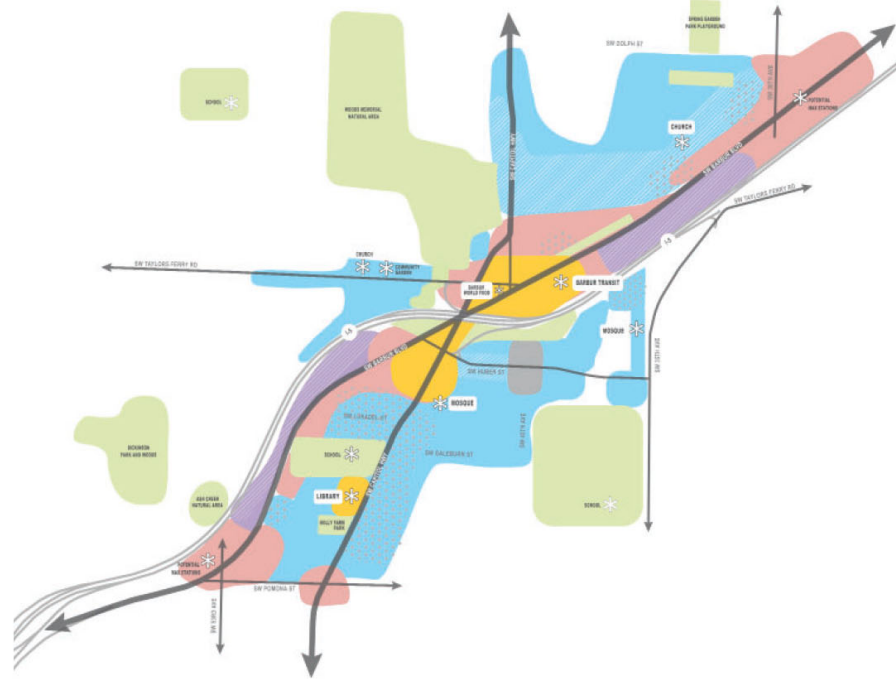
WPTC Plan Land Use Growth Concept Diagram. This generalized diagram is a representation of what the eventual town center land use distribution would be like. [View the full land use diagram.](#)

Note: changes to the Proposed Draft highlighted in grey

## FEATURES OF THE PREFERRED LAND USE GROWTH CONCEPT

### BALANCED GROWTH,

through a diversity of housing choices on and off the main corridors, and jobs growing in concert with housing, to ensure a healthy jobs/housing balance.



Note: changes to the Proposed Draft highlighted in grey



## FEATURES OF THE PREFERRED LAND USE GROWTH CONCEPT

**STRENGTHENING  
MULT-CULTURAL IDENTITY,**  
through a focus on place-making opportunities and  
strategies to provide a Multi-Cultural Hub for community  
to gather and access commercial and human services.



PLACEHOLDER: FOR IMAGES EXAMPLES FOR THE 'HUB'

## FEATURES OF THE PREFERRED LAND USE GROWTH CONCEPT

**VIBRANT COMMERCIAL AREAS,** including commercial services on both the north and south sides of Barbur providing walkable destinations close to homes, and two designated employment areas along Barbur to provide local opportunities for quality jobs.



PLACEHOLDER: FOR IMAGE EXAMPLES OF COMMERCIAL DEVELOPMENT





## Land uses for a unified town center

The Town Center is not yet a unified cohesive place to live, work, or play. It is a place currently divided by infrastructure and land uses into three areas:

- **North:** Single dwelling neighborhoods and natural area amenities north of Barbur Blvd and I-5 to Dolph Street
- **Central:** Mixed-use areas along Barbur Blvd, I-5 and SW Capitol Highway
- **South:** Single dwelling and multi-dwelling residential neighborhoods with a number of civic and cultural amenities to the south of Barbur Blvd and I-5 to Pomona.

The growth concept responds to the distinct land uses and urban form of these areas. Below is a summary of the intended future land uses, building heights, and urban form character.

**Character Statement.** See Section 4 for the Draft West Portland Town Center Character Statement. A character statement will be adopted with this plan and simultaneously as an amendment to the Citywide Design Guidelines, for use with Design Review processes.

**Zoning Code and Map Changes.** A proposed set of zoning code and map changes accompany this Plan. Code concepts are described in the Action Plans under each Community Goal. The specific code language proposed is found in Volume 2, Section 5, West Portland Multicultural Plan District. The Plan District makes further geographic distinctions to the town center by breaking the areas up into four subdistricts.

**Coordinated Growth Strategy.** See Section 4 for a description of a proposed coordinated growth strategy focusing early growth around the corridors and the two commercial and community nodes. It is designed to set early community expectations and signal City priorities in years 0-10 year, 10-20, and beyond. It includes:

- Phased rezoning and code regulations to support privately provided infrastructure
- Sequenced public infrastructure projects
- Structure and priorities for ongoing coordinated infrastructure planning and funding

**Community Goals and Action Plans.** See the Community Goals and Action Plans for information on how other features of the Plan, specifically the transportation network and multi-cultural community gathering spaces, seeks to connect these areas into one unified town center, both physically and socially.

## North – An area transforming slowly

The area on the north side of Barbur Boulevard up to Dolph Street transitions quickly from shops, offices and apartment buildings along Barbur to single dwelling neighborhoods and open space. The street network is largely unimproved which affects vehicle access and separation from pedestrian access.

The growth concept for this area includes land uses and urban design that support transforming from a single-dwelling area with major pedestrian and stormwater infrastructure deficiencies into walkable neighborhoods with multi-dwelling buildings. The growth strategy emphasizes early redevelopment along an improved SW Capitol Highway and Taylors Ferry. See Subdistrict C of the Plan District for zoning code incentives and requirements to support this transition.

Allowing sufficient amounts of new housing to be developed gradually over time in this area is critical to providing a population large enough to create the market demand for new commercial amenities nearby, and provide more people of all incomes and family types the opportunity to live in one of the most amenity rich areas of

the city. It will also support needed transportation and stormwater infrastructure improvements.

### Approach to zoning and land use:

- **Upzoning for inclusion.** Single dwelling areas are upzoned to RM1 and RM2 with code regulations that encourage 20+ unit projects in order to trigger the use of Inclusionary Housing incentives and increase likelihood of onsite provision of infrastructure improvements. This includes:
  - Two to three story multi-dwelling buildings allowed roughly between SW Alice and SW Dolph and east-west between SW 43rd and SW 30th;
  - Two to **four story** multi-dwelling buildings allowed west along Taylors Ferry to SW 52nd; and
  - Two to four story multi-dwelling buildings allowed roughly between SW Baird and Alice Street, and east-west between SW 43rd and SW 35th.
- **Pair zoning with infrastructure.** Single dwelling areas with challenging local street and stormwater conditions receive new Comprehensive Plan designations for multi-dwelling. These areas would be eligible for rezoning when a strategy is developed to address the stormwater system needs of new development and right of way improvements.

## Central Barbur Boulevard – An area transforming

The vision for the area is a multi-cultural transit-oriented district with two pedestrian-oriented commercial nodes on the north and south sides. With the uncertainty of when Barbur will have high capacity transit service, the commercial nodes just off Barbur will likely transform more quickly than Barbur or other parts of the Town Center.

The area to the north is envisioned to be anchored by a mixed-use development at the Barbur Transit Center, a vision which will take time to realize and may evolve as funding and development partners are secured. Commercial mixed-use development to the south will concentrate along an improved Huber St and SW Capitol Highway. It remains to be seen whether other commercial properties with existing auto-oriented businesses will redevelop as the area becomes more pedestrian focused.

The Plan proposes to strike a housing and jobs balance by zoning for more employment uses, especially for professions providing quality jobs such as in the health care industry, back office support, or call centers. Additional programs are needed to train existing residents and connect them to jobs in these sectors.

The growth concept is accompanied by a development code designed to retain and enhance the area’s cultural diversity by creating a new Multi-Cultural Subdistrict in the heart of the town center, requiring affordable housing and small commercial retail space, and incentivizing publicly accessible open space and indoor community space. See Subdistricts A and B for more specific code details.



Illustrative rendering along Barbur Boulevard looking northeast –

### **Approach to Zoning and Land uses:**

- **Value capture for a Multi-Cultural Hub.** Existing zoning is retained for mixed-use areas with added bonuses to provide generous development capacity and height (5-7 stories) comparable to CM3 zoning in exchange for public benefits such as affordable housing, affordable commercial space, and community space. See Subdistrict B for code proposals for public benefits that support the hub.
- **Community anchor for the hub.** The community expressed a strong preference for a redeveloped Barbur Transit Center (BTC) to anchor the Multi-Cultural Hub. Other sites could also be redeveloped with the community-identified amenities envisioned for the hub (see renderings on following pages). Building massing and site designs are illustrative only. Actual designs will be determined through ongoing planning work and partnership with developers, their architects, and community partners. See additional schematic options and details for the Multi-Cultural Hub on the following pages.

**Employment focus areas for quality jobs.** Two areas restrict residential uses and allows for 5-7 story office buildings between I-5 and Barbur Boulevard. See Subdistrict A for code proposals that encourage pedestrian oriented development, with buildings up to the sidewalk frontage, pedestrian-scaled internal circulation streets, and fewer surface parking lots.

- **“Cap and transfer” for anti-displacement.** Development potential is capped for a few existing apartment buildings North of Barbur providing low-cost housing unless they redevelop as affordable housing. Property owners can sell their air rights to preserve affordability. See Subdistrict D for specific code requirements and incentives for maintaining the affordability of the apartments.

Multi-Cultural Hub with Capital Hill Library



**Site Program**  
 CM2 Zone;  
 Utilized FAR (4:1) and Height (55') Bonus  
 Affordable Housing: 100,000 sf  
 Library and additional Community Services: 50,000 sf

**Legend**  
 Community Services Edge  
 Pedestrian Path  
 Public Open Space

Mult-Cultural Hub on Huber Street



**Site Program**  
 CM3 Zone  
 Utilized FAR (5:1) Bonus  
 Affordable Housing: 95,000 sf  
 Community Services: 20,000 sf  
 Retail: 13,000 sf

**Legend**  
 Retail Edge  
 Community Services Edge  
 Flexible Street  
 Public Open Space  
 Private Open Space

Conceptual illustrations of two potential multi-cultural hub locations, the Capitol Hill Library site on the left and commercial properties near Barbur and SW Huber.

### BARBUR TRANSIT DEVELOPMENT CONCEPT

#### POTENTIAL PUBLIC BENEFITS

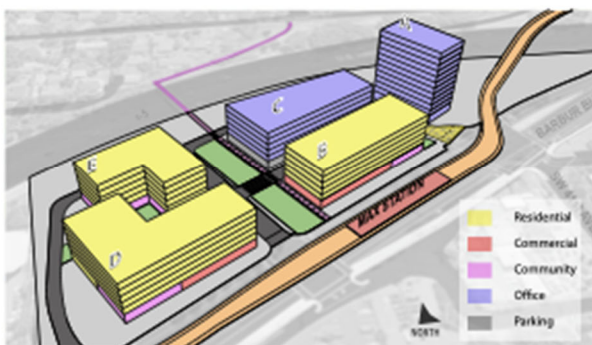
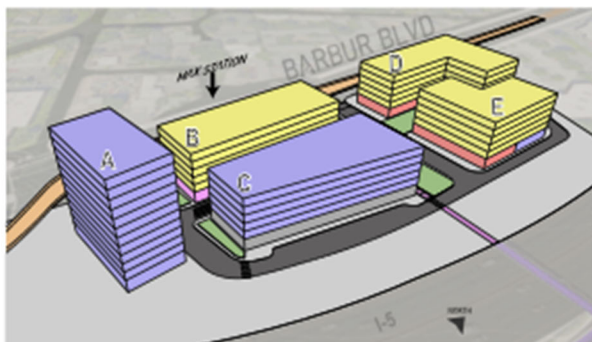
- Affordable housing required for low-income households
- Indoor community space for culture events and/or office space for nonprofit service providers
- Retail can include space for businesses providing culturally relevant goods and services (ex. multicultural market place)
- Outdoor space is aligned to preserves views of Mt. Hood and provide opportunity for public art and community gatherings
- Circulation prioritizes pedestrians and connects the pedestrian bridge to the new station
- Office space for businesses and new jobs

#### SITE PROGRAM

- Five buildings: 3 mixed use and 2 office
- 230 - 300 apartment units
- Affordable housing: 23-30 units at 60% AMI or 46-60 units at 80% AMI provided through inclusionary zoning
- 15,000 - 20,000 square feet for retail
- 100,000 - 170,000 square feet of office space
- 20,000 square feet of indoor community space
- 10,000 - 15,000 square feet of public open space
- 10,000 - 15,000 square feet of private open space
- 3 floors of parking with 150 - 250 stalls



Southwest View of Barbur Transit Center today



Note: changes to the Proposed Draft highlighted in grey

- **Commercial nodes off Barbur.** This includes:
  - An extension of the commercial and mixed-use development area allows 5-7 story buildings to the north of the Barbur Transit Center – extending to roughly half a block north of SW Plum.
  - A new, walkable small business-focused main street along SW Collins St from SW Capitol Highway to Barbur that becomes the focus of the commercial area on the north side of Barbur. New street segments and a street realignment are needed to realize this vision. Synchronize street and infrastructure designs between the new Collins/41st Ave area, and a rebuilt Barbur Transit Center site that stitches both sides of Barbur together and creates a cohesive identity.
- **Green the corridor.** A green buffer of vegetation and trees between I-5 and adjacent areas, to provide “green lungs” to clean the air and lessen the impacts of air pollution on area residents.



Rendering of a plaza/promenade on Taylors Ferry frontage road on north side of Barbur.



Future view looking east-southeast from the corner of SW 41<sup>st</sup> and SW Collins Street, showing a new commercial main street and mixed-use development

## **South – An area in transition**

Today, the area extending south and east from Barbur and I-5 down to SW Pomona, includes a hub of civic and cultural amenities. Amenities include the Jackson Middle School, two mosques, the Islamic School of Portland, and Holly Farm Park and Capitol Hill Library adjacent to Markham Elementary School. Housing types quickly transition from the apartment complexes along SW Capitol Highway to an area of single dwelling homes extending east to SW 35th.

Apartment complexes surrounding the mosques and civic amenities are home for a long-established Muslim community, with over 600 units of relatively affordable market rate housing. Rents here are likely to go up if light rail investments make this neighborhood more accessible to jobs and other amenities. A primary goal of this Plan’s growth concept is to prevent the displacement of this community while making improvements to the neighborhood that raise the quality of life for residents and strengthen the multi-cultural identity of the area.

Housing types quickly transition from the apartment complexes along SW Capitol Highway to a neighborhood of single dwelling homes extending to 35th. The growth

concept includes transforming from a single-dwelling area with deficiencies in pedestrian infrastructure and parks space into walkable neighborhoods with multi-dwelling buildings and a new community garden and park. The growth strategy plans for multi-dwelling development along an improved Huber St and small mixed-use live-work node along 40th is proposed to serve neighbors to the south with a new walkable destination along the walking route to the Barbur Transit Center. See Subdistrict C of the Plan District for code incentives and requirements to support this transition.

### **Approach to Zoning and Land uses:**

- **“Cap and transfer” for anti-displacement.**  
Development potential is capped for existing apartment buildings providing low-cost housing unless they redevelop as affordable housing. Property owners can sell their air rights to preserve affordability. See Subdistrict D for specific code requirements and incentives for maintaining the affordability of the apartments.



- **Upzoning for inclusion.** Single dwelling areas are upzoned with code regulations that encourage 20+ unit projects in order to trigger the use of Inclusionary Housing incentives and increase likelihood of onsite provision of infrastructure improvements. This includes:
  - Two to three story multi-dwelling buildings allowed in the area south of Barbur between I-5 and SW Galeburn and east-west between SW Capitol Highway and 40th Avenue.
  - Two to three story buildings allowed in a new mixed-use node to provide additional retail and live work options at SW Huber and 40<sup>th</sup>
  - Some properties along Huber St receive new Comprehensive Plan designations for multi-dwelling. These properties would be eligible for rezoning when a strategy is developed to address the stormwater system needs of new development and right of way improvements.
- **Fill green gaps.** A potential for a new full-service park in the area north or east of the middle school. Additional play areas, basketball courts, and other developed park spaces should also continue to be explored.

Future development will be guided by the base zone, the plan district regulations, and in some cases by the Design Overlay regulations, including Design Standards and Design Review. Some of the larger future developments in Subdistricts A and B may be required to go through a design review.

## A new perspective for a revitalized West Portland Town Center.

The elements within the land use growth concept and urban design framework culminate in the illustration below, envisioning the crossroads and surrounding neighborhoods as a vibrant and well-connected town center; a healthy community and environment enhanced by the natural and built environment; a place offering an array of public amenities to support new commercial, office and human services; and an ethnically and economically diverse center supported by a variety of housing options and a vibrant multi-cultural hub.



Birds-eye-view rendering of potential 20-Year development scenario.

Note: changes to the Proposed Draft highlighted in grey



**AMENDMENT # 14 – Shared Growth Concept – Volume 1, page 36**



Note: changes to the Proposed Draft highlighted in grey



AMENDMENT # 26 – TSP Projects Table – Volume 1, pages 106 - 111 (changes highlighted in grey)			
CHANGE PROPOSED (CURRENT TSP #)		BUILD-OUT TIMEFRAME + PHASE (SHOWN IN COLOR)	PROJECT NAME AND DESCRIPTION
1	No change (90026)	In progress	<b>Capitol Hwy – North</b>
2	Description/ scope (90064.1)	Current: 1-10 yrs Proposed: 0-10 yrs	<p><b>Taylor's Ferry</b> – Capitol Hwy to 48<sup>th</sup> Ave - Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit</p> <p><u>Modify description:</u>  <i>Barbur to 48th Ave - Provide protected bicycle facilities and construct a sidewalk on south side for pedestrian travel and access to transit. Resolve volume-to-capacity constraints with an emphasis on safety.</i></p> <p><b>Related BES work:</b> Capitol Improvement project E11240 which will improve the culvert that carries Woods Creek under Taylor's Ferry. The expanded right-of-way will require a new storm system to manage the right-of-way as well as the higher planned densities on adjacent tax lots.</p>

3	Timeline + description/ scope (90118)	Current: None Proposed: 0-10 yrs	<p><b>Huber Street</b> - Capitol Hwy to 35<sup>th</sup> - Design and construct a bikeway from SW Capitol Hwy to SW 35th. Requires road widening.</p> <p><u>Modify description:</u>                  1) indicate inclusion of "I-5 on-ramp crossing"                  2) expand to include sidewalk on north side of street.                  3) include bike lanes for block between Cap Hwy &amp; Barbur, and possibly Barbur crossing improvements</p> <p><b>Related BES work:</b> The expanded right-of-way will require a new storm system to manage the right-of-way as well as the higher planned densities on adjacent tax lots.</p>
4	New project in TSP	Proposed: 0-10 yrs	<p><b>Phase One West Portland Crossroads Intersection Improvements</b> – Construction of interim safety improvements for all modes at the intersections of Capitol Hwy, Taylors Ferry, Huber, and Barbur. This project will be coordinated with ODOT because it is within the interchange influence area.</p> <p><i>***This interim project is pending feasibility analysis by PBOT.</i></p> <p><u>Note:</u> This new project creates a first phase for project 90069, which is proposed as a second and more permanent phase of this intersection work. This first phase also does not include ramp modification elements.</p>

5	New project in TSP	Proposed: 0-10 yrs	<p><b>Plum Street</b> – Capitol Hwy to Barbur</p> <p><u>Proposed description:</u> <i>improve street including sidewalks to improve east-west connectivity for pedestrians and bicyclists</i></p> <p><b>Related BES work:</b> The storm system will need to be extended into Plum from Taylors Ferry. Capacity improvements may be needed downstream in the existing ODOT Barbur Blvd system, or a new City owned system crossing under Barbur.</p>
6	New project in TSP	Proposed: 0-10 years	<p><b>I-5/Transit Center pedestrian bridge</b></p> <p><u>Proposed description:</u> <i>bridge renovation or replacement</i></p>
7	Timeline (90105)	Current: 1-10 yrs Proposed: 10-20 yrs	<p><b>SW Corridor HCT</b> - Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard.</p>
8	Timeline + description (90069)	Current: None Proposed: 10-20 yrs for full/permanent improvements	<p><b>Phase Two West Portland Crossroads Intersection Improvements</b> - Construct safety improvements for all modes at the intersections of Capitol Hwy, Taylors Ferry, Huber, and Barbur, including possible modifications to the I-5 ramps. This project will be coordinated with ODOT because it is within the interchange influence area.</p> <p><u>Modify description and title:</u> <i>Indicate two phases of improvements. Change title to <b>Phase Two West Portland Crossroads Intersection Improvements</b></i></p> <p><u>Note:</u> Recognizing the significant cost of the project, TSP Update project should consider incorporating project into the 11-20 year list as part of a strategy to include it in future major funding initiatives.</p>



9	New project in TSP	Proposed: 10-20 yrs	<p><b>Collins Street &amp; 40th Ave</b> (Barbur to Capitol Hwy)</p> <p><u>Proposed description:</u> <i>Improve streets, reconfigure right of ways and update design for intersection with Barbur</i></p> <p><b>Related BES work:</b> A storm system extension is needed that connects to either the ODOT owned system in Taylors Ferry, or the BES owned system just to the east. Capacity improvement in the downstream system may be necessary.</p>
10	New project in TSP	Proposed: 10-20 yrs	<p><b>Taylors Ferry frontage road "Street to Promenade"</b> (Baird to 40th)</p> <p><u>Proposed description:</u> <i>Improve street, redesign cross section and incorporate shared public space; engage community in developing design and potential programming</i></p> <p><b>Related BES work:</b> Will need to connect to the adjacent ODOT and/or BES owned storm system. May need downstream capacity improvements.</p>
11	No change (90068)	Current: 11-20 yrs Proposed: 10-20 yrs	<p><b>West Portland Town Center Pedestrian Improvements</b> - Improve sidewalks, lighting, crossings, bus shelters, and benches on Barbur, Capitol Hwy, and surrounding neighborhood streets, and in connections to Barbur Transit Center.</p>

12	Timeline (90017)	Current: 11-20 yrs Proposed: 10-20 yrs	<p><b>Outer Barbur Corridor Improvements</b> – Terwilliger to City limits - Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits)</p> <p><b>Related BES work:</b> Numerous elements, including coordination with ODOT facilities.</p>
13	Timeline (90018)	Current: 1-10 yrs Proposed: 10-20 yrs	<p><b>Barbur/OR-99W Safety and Access to Transit</b>– Barbur Blvd - Hooker to 53<sup>rd</sup> - Construct improvements for safety, access to transit, and transit operations in the Barbur corridor.</p> <p><u>Proposed description:</u> Construct two phases of improvements for safety, access to transit, and transit operations in the Barbur corridor. Phase 1 to focus on improvements that ODOT and PBOT identify as priorities for funding in the near term (1-5 years), with an understanding that the road will continue to be an ODOT facility during that time period. Phase 2 to align with resources potentially available in the 11-20 year horizon, supporting future jurisdictional transfer.</p> <p><b>Related BES work:</b> Numerous elements, including coordination with ODOT facilities.</p>

14	New project in TSP	Current: None Proposed: 10-20 yrs	<p><b>Baird Street</b> (Capitol Hwy to Barbur)</p> <p><u>Proposed description:</u> <i>Improve street including sidewalks</i></p> <p><b>Related BES work:</b> Extend the partial storm system north of Taylors Ferry. Capacity improvements will be needed in the downstream ODOT Barbur Blvd system, or a new BES owned connection across Barbur will be required.</p>
15	Timeline + description/ scope (90048)	<p>Current: 11-20 yrs Proposed: 20-30 yrs**</p> <p><b>**Proposed timeline and phase category may change. Pending PSC amendment direction**</b></p>	<p><b>Luradel I-5 Overpass</b> (formerly <b>Markham School Overpass</b>) - Construct pedestrian/bicycle path and bridge over Barbur Blvd and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School</p> <p><u>Modify title and description:</u></p> <ol style="list-style-type: none"> <li>1) Rename: <b>Luradel I-5 Overpass.</b></li> <li>2) Change bridge span terminus to south of I-5 connecting at Luradel Street per WPTC circulation concepts</li> <li>3) Change description: Construct pedestrian/bicycle path and bridge over I-5 to connect SW Alfred and SW 48th to SW Luradel St at SW Barbur. Include enhanced crossing of SW Barbur.</li> </ol>
16	New project in TSP	Current: None Proposed: 20-30 yrs	<p><b>WPTC Green Ring</b></p> <p><u>Proposed description:</u></p> <ol style="list-style-type: none"> <li>1) various streets</li> <li>2) traffic calming and ped/bike supportive /neighborhood greenway improvements</li> <li>3) work with other bureaus and community groups to identify opportunities for them to implement complementary projects (e.g. park enhancements, wayfinding, public art.)</li> </ol>

17	Description (90073)	Current: None Proposed: 20-30 yrs	<b>Dolph Court</b> – 26 <sup>th</sup> Ave to Capitol Hwy - Construct a walkway for pedestrian travel and install a neighborhood greenway.  <u>Modify description:</u> <i>Note it is part of the Green Ring, TSP project #(tbd)</i>
18	DELETE ROW – Duplicate – see row 21		DELETE - duplicate row – see row 21
19	No change (90027)	Current: 11-20 yrs Proposed: None – Lane reconfiguration completed in 2019 - Huber to Kerr Pkwy	<b>Outer Capitol Hwy Corridor Improvements</b> – WPTC to 49 <sup>th</sup> Ave - Construct curb extensions, medians, improved crossings, and other pedestrian improvements. Make safety improvements including left turn pockets and improved signal timing.
20	No change (90055)	Current: None Proposed: None	<b>SW Pomona St Bike/Ped Improvements</b> – 35 <sup>th</sup> Ave to Barbur – Design and implement pedestrian and bicycle facilities
21	No change (90007)	Current: 11-20 yrs Proposed: Few elements underway in 2021, remainder outside green ring segment no timeframe	<b>Outer SW 35th Ave Ped/Bike Improvements</b> – SW 35 <sup>th</sup> Ave, (Taylors Ferry to Stephenson); Taylors Ferry, SW (35th – 26 <sup>th</sup> ) - Add bicycle facilities, sidewalks, crossing improvements, and median islands. 35th Ave, SW (Taylors Ferry - Stephenson); Taylors Ferry, SW (35th - 26th)  <u>Modify name:</u> <i>Adding Taylors' Ferry Rd., rename to: <b>Outer SW 35<sup>th</sup> Ave/Taylors Ferry Rd Ped Bike Improvements</b></i>
22	No change (90117)	Current: None Proposed: None	<b>Brugger Street</b> – 48 <sup>th</sup> to 65th Ave, with crossing at 48th) Design and construct a neighborhood greenway and shared street along SW Brugger St to SW 48th Ave. Includes paving of unpaved street segments.

AMENDMENT # 28 – Street classifications table – Volume 1 pages 112 - 114 – (changes highlighted in grey)				
STREET NAME	CURRENT AND PROPOSED CLASSIFICATIONS			
	Walkway	Bikeway	Design	Traffic
Collins Street (Barbur to Capitol)	From: Local To: City	From: Local To: City	Local No change	Local No change
Brugger/Plum St. (Capitol Hwy to Barbur)	From: Local To: City	From: Local To: City	Local No change	Local No change
SW 41 <sup>st</sup> Ave (Taylors Ferry to Capitol Hwy)	From: Local To: City	City No change	Local No change	Local No change
SW 30 <sup>th</sup> Ave (Barbur to Dolph)	From: Local To: City	City No change	Local No change	Local No change
Barbur Transit Center I-5 pedestrian bridge	From: Neighborhood To: City	City No change	Local No change	N/A
Luradel I-5 pedestrian bridge (Alfred to Barbur)	Neighborhood No change	From: None To: City	Local No change	N/A
Luradel Street (Capitol Hwy to Barbur)	From: Neighborhood To: City	From: Local To: City	Local No change	Local No change

Note: changes to the Proposed Draft highlighted in grey

Galeburn Street (Capitol Hwy to 40 <sup>th</sup> Ave)	Neighborhood No change	From: Local To: City	Local No change	Local No change
Huber Street (Barbur to Capitol Hwy)	Local No change	From: Local To: City	From: Local To: Neighborhood Corridor	From: Local To: Neighborhood Collector
Pomona - West (Capitol Hwy to 53 <sup>rd</sup> Ave)	From: Neighborhood To: City	City No change	From: Community To: Neighborhood	Neighborhood Collector No Change

**AMENDMENT # 29 – Commercial Parking in Employment Focus Area, Conditional Use Criteria – (Volume 2 – page 13)**

**33.815.12X Commercial Parking Facilities in the Employment Focus Area of West Portland Multicultural Plan District**

These approval criteria serve to control Commercial Parking Facilities in the Employment Focus Area of Subdistrict A in the West Portland Multicultural Plan District to prioritize and support transit-oriented employment uses. The approval criteria are:

- A. The proposal will not by itself, or in combination with other parking facilities in the area, significantly detract from the overall intent or desired character of the area. Intent and desired character are determined by the plan district, the West Portland Town Center Plan, and the West Portland and Barbur Boulevard Character Statement.
- B. The design of the site, and in particular the locations of vehicular ingress and egress, minimizes the impact of traffic circulation on local service streets; and
- C. The design of the site provides for safe operation of motor vehicle access and does not significantly degrade the safety of pedestrians, or other modes, using the streets near the site.
- D. Transportation system:
  - 1. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated;
  - 2. Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements.
  - 3. Transportation improvements, adjacent to the development and in the vicinity, needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.