



Bureau of Planning and Sustainability
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MEMO

DATE: August 31, 2012
TO: Portland Planning and Sustainability Commission
FROM: Joe Zehnder, Chief Planner
CC: Susan Anderson, Director and Steve Iwata, Central City Planning Manager
SUBJECT: Central City 2035 Concept Plan amendments

The Planning and Sustainability Commission will hold a public hearing on the Proposed Central City 2035 Concept Plan on September 11, 2012. A follow-up work session is scheduled for September 25, 2012. Below is a description of amendments recommended by the Bureau of Planning and Sustainability (BPS) following discussions with the Bureau of Transportation (PBOT) and the South Portland Neighborhood Association.

1. PBOT Amendments

BPS staff recommends addition of these changes to the Concept Plan language recommended by the Portland Bureau of Transportation. Commentary is provided to explain the purpose of the amendment.

Page 6 - Summary of Issues and Direction

Mobility section

Paragraph 1, Sentence 2 will now read “Between now and 2035, there is a need to maximize the efficiency and safety of the network and manage the capacity of this system with emphasis on bikes, transit, pedestrians and freight.”

COMMENTARY: Transit is a central part of the mobility system and was a large topic of discussion.

Public Safety section

Paragraph 1, last sentence will now read “Others are concerned about their safety and comfort as pedestrians and cyclists walking or biking through traffic.”



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COMMENTARY: Comfort, in addition to safety, is an important part of increasing the attractiveness and use of the active transportation system by a wider range of users.

Paragraph 2, Sentence 1 will now read “These perceptions can have a major impact on who chooses to live, shop or do business in the city center and how they choose to move.”

COMMENTARY: Safety affects the range of users of the Central City as well as their choice of transportation mode.

Page 11 - Regional Center: Economy and Innovation

Add Goal E, which will read “Goal E: Provide a safe, affordable, efficient and accessible multimodal transportation system that supports the growth and role of the Central City as the region’s high density center.”

COMMENTARY: The addition of Goal E highlights the importance of transportation in the regional center.

Policy 9 will now read “~~Use~~Update parking management strategies to support commercial and housing development while optimizing the use of the limited parking supply, encouraging the use of alternative transportation and simplifying the parking regulations.”

COMMENTARY: Changing the word to update provides more direction for future work in the Central City.

Page 12 - Housing and Neighborhoods

Policy 15 will now read “Design and develop Central City neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks and open space, a safe and inviting public realm, access to healthy food and active transportation and the density of development needed to support these economically.”

COMMENTARY: Research has identified the use of active transportation modes as an important opportunity for improving human health.

Page 15 - Health and the Environment

Policy 36 will now read “Human health. Encourage the use of active modes of transportation by creating and enhancing a network of bike and pedestrian ~~paths and greenways~~ facilities that provide access to services and destinations including natural areas. Improve access for all people to locally grown and healthy foods. Encourage the use of building construction materials and products that do not have harmful effects on human health and the environment. Encourage social health by fostering community in a hospitable public realm.”

COMMENTARY: This is an important clarification that active transportation in the Central City includes the full range of bike and pedestrian facilities in addition to paths and



greenways, which are a specific type of facility. This change makes the policy consistent with the City's Bicycle Master Plan.

Page 16 - Urban Design Direction

Item 6, New Trail Loop will now read “~~New Trail~~ Pedestrian/Bicycle Loop - Providing a new pedestrian-bicycle ~~trail-loop~~ facility that offers quieter, greener and safer access to and through the Central City will complement the busier streetcar loop, connecting people, districts, open spaces and the surrounding city.”

COMMENTARY: In this context trail is not an appropriate term as it is a specific type of facility. Active transportation in the Central City includes the full range of bike and pedestrian facilities not just trails.

Page 18 - Urban Design Concept

Connected public realm, Sentence 2 will now read “The Urban Design Concept proposes a new defining element for the city center that uses existing streets and open spaces to create a new pedestrian and bicycle loop, in addition to the waterfront trail and streetcar loops.”

Page 19 - Urban Design Concept Diagram

Item 3 Connected Public Realm, Sentence 1 will now read “The Central City is connected by a series of loops: the greenway and streetcar loops and a pedestrian-bicycle ~~trail-loop~~ that provides quieter access throughout the Central City.”

Page 20 - Urban Design Framework

Pedestrian/Bicycle Trail Loop will now read “Pedestrian/Bicycle ~~Trail-Loop~~ - This new loop will offer more protected walking and bicycling facilities around a set of inner streets and open space connections, adding to the existing greenway loop from the Steel to Hawthorne Bridges and complementing the larger pedestrian and bicycle networks.”

COMMENTARY: In this context trail is not an appropriate term as it is a specific type of facility. It also needs to be clear that the new loop is part of the larger system already in place.

Rail Transit will now read “Rail Transit - These include existing MAX light rail and Portland Streetcar lines, ~~as well as potential new Streetcar lines.~~”

COMMENTARY: Removing the reference to potential new streetcar lines is in correlation to the changes to the framework map.

Page 21 - Urban Design Framework Map:

All reference to “Potential streetcar extension” in the legend and diagram will be removed.



COMMENTARY: This reflects a concern that the original draft did not show all streetcar lines as identified in the Streetcar System Master Plan. Removing the reference offers clarity and simplicity.

Page C-9, Appendix C, Mobility, Performance Targets section will now read

“Performance Targets (note: targets will potentially change)”

“a. Trip Activity. Target an approximate 50% increase in trips as a result of increased economic activity and number of jobs and residents expected by 2035. Additionally, target the total traffic in the Central City to be no more than today’s levels.”

“e. GHG Emissions. Establish a target keeping GHG emissions from automobiles and trucks to be no more than today’s levels, thus making the growth of the Central City “carbon free” and supported primarily by non auto modes.”

COMMENTARY: Clarifying the intent is to have reduced traffic and GHG emissions.

2. South Portland Amendments

During the public review process members of the South Portland Neighborhood Association were concerned about the Urban Design Framework diagram. BPS recommends the PSC adopt the diagram with these changes.

Page 21 - Urban Design Framework Map:

The diagr~~m~~m currently indicates a connection from the Ross Island Bridge to Barbur Boulevard. The diagram (see attached) has been modified to show the current connection of Ross Island/Highway 26 to the Central City.

COMMENTARY: This line was an error and was not intended to indicate a new or future connection.

