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## MEMO

**DATE:** September 20, 2012  
**TO:** Portland Planning and Sustainability Commission  
**FROM:** Joe Zehnder, Chief Planner  
**CC:** Susan Anderson, Director and Steve Iwata, Central City Planning Manager  
**SUBJECT:** Staff recommended Central City 2035 Concept Plan amendments

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The Planning and Sustainability Commission held a public hearing on the Proposed Central City 2035 Concept Plan on September 11, 2012. At the follow-up work session on September 25, 2012, staff asks the Planning and Sustainability Commission to consider the staff recommended amendments outlined in this memo which are based on input from the public, other city bureaus and the PSC. These amendments are presented in three categories: 1) policy amendments, 2) minor text amendments; and, 3) urban design concept amendments.

### Policy Amendments

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.**”

**In response to comments by: Portland Bureau of Transportation**

**Note: due to the addition of Goal E all subsequent goals in the document will be re-lettered and therefore appear as one letter later in sequence.**

### Text Amendments

Page 1 - Intentional and Participatory

Paragraph 4, Sentence 1 will now read “These moves reconnected the downtown to its historic waterfront, helped to preserve neighborhoods and communities, and established a



~~new recreation amenity and transportation network~~ new parks, trails, natural areas, and transportation networks that continue to serve people throughout the region.”

**In response to comments by: PSC member Mike Houck**

## 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.”

**In response to comments by: Portland Bureau of Transportation**

### 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.”

**In response to comments by: Portland Bureau of Transportation**

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.”

**In response to comments by: Portland Bureau of Transportation**

## Page 11 - Regional Center: Economy and Innovation

Policy 6 is proposed to change to the language below. The meaning is essentially the same, although the text reads differently, and the policy would now include transportation infrastructure as an essential element supporting tourism, retail, and entertainment.

Tourism, retail and entertainment. Maintain and expand upon activities in the Central City that support tourism and complement economic success, and vibrancy and livability, with an especial focus on retail, cultural events and institutions, arts and entertainment, urban design and transportation.

Policy 8 will now read “Optimized street network. Improve street design and function to increase efficiency and safety for all transportation modes and the ability of the existing network to meet the mobility needs of businesses, shoppers, residents and visitors. Establish a system and standards that emphasize pedestrian, bicycle, transit and freight access while continuing to provide automobile access. ~~provide for automobile access, but also emphasize freight access, transit, and pedestrian and bicycle facilities.~~

**In response to comments by: PSC member Chris Smith**

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.”



**In response to comments by: Portland Bureau of Transportation**

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.”

**In response to comments by: Portland Bureau of Transportation**

Page 13 - Willamette River

Policy 23 will now read “Portland's commons. Promote improvements and activities on the waterfront to strengthen the physical, visual and cultural connections between the river and the rest of the Central City. Support recreational use, enhance the interconnected system of parks, trails, natural areas and destinations, and increase public awareness of the river's historical, ecological and cultural importance.”

**In response to comments by: PSC member Mike Houck**

Page 14 - Urban Design

Policy 30 will now read “Signature open spaces. Advance the Central City's iconic interconnected system of parks ~~and open spaces~~, trails, and natural areas by offering a wide range of social, recreational, contemplative and respite functions to serve an increasingly diverse population of residents, workers and visitors.”

**In response to comments by: PSC member Mike Houck**

Page 15 - Health and the Environment

Policy 35 will now read “Watershed health. Improve watershed health by reducing effective impervious surfaces, increasing the quality and diversity (both species and age distribution) of the tree canopy, and protecting and restoring riparian and upland fish and wildlife habitat.”

**In response to comments by: PSC member Mike Houck**

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.”

**In response to comments by: Portland Bureau of Transportation**



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 and network of bikeways, connecting people, districts, open spaces and the surrounding city.”

**In response to comments by: Portland Bureau of Transportation and PSC member Chris Smith**

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.”

**In response to comments by: Portland Bureau of Transportation**

Urban Design Concept Amendments

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.”

**In response to comments by: Portland Bureau of Transportation**

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.” See attached revised diagram.

**In response to comments by: Portland Bureau of Transportation**

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.”

**In response to comments by: Portland Bureau of Transportation**

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

**In response to comments by: Portland Bureau of Transportation**

Page 21 - Urban Design Framework Map:

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

**In response to comments by: Portland Bureau of Transportation**

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

**In response to comments by: South Portland Neighborhood Association**

