

Fritz Amendment
10/25/12

36972

WHEREAS, there is a history of gentrification and displacement in
N/NE Quadrant Plan area;

the

BE IT RESOLVED, that the Bureau of Planning and Sustainability will evaluate whether
requirements as well as bonus incentives should be applied when intensification in zoning
designations or heights map changes are made, so that all new residential development
will include a range of housing affordability; and

Portland, Oregon
FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT
For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Karl Lisle		2. Telephone No. (503) 823-4286	3. Bureau/Office/Dept. Planning and Sustainability
4a. To be filed (date): October 25, 2012	4b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: October 12, 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

1) Legislation Title: Adopt the N/NE Quadrant Plan and the I-5 Broadway-Weidler Facility Plan (Resolution)

2) Purpose of the Proposed Legislation: The proposed Resolution will adopt the N/NE Quadrant Plan as non-binding City policy for the Lloyd District and Lower Albina subdistricts of the Central City, recommend that the Oregon Transportation Commission adopt the related I-5 Broadway/Weidler Facility Plan, and direct the Bureau of Transportation to implement near-term safety-enhancing improvements to surface streets in the vicinity of the Broadway/Weidler freeway interchange.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- | | |
|--|---|
| <input type="checkbox"/> City-wide/Regional | <input checked="" type="checkbox"/> Northeast |
| <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast | <input type="checkbox"/> Southeast |
| <input type="checkbox"/> Southwest | <input type="checkbox"/> East |
| <input checked="" type="checkbox"/> Central City | |
| <input type="checkbox"/> Internal City Government Services | |

FINANCIAL IMPACT

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

The N/NE Quadrant Plan and the I-5 Broadway/Weidler Facility Plan will be adopted by resolution and thus do not formally commit the City to specific revenues or expenditures. However, many actions in the plans lead toward implementing measures that are binding (e.g. zone changes and amended Comprehensive Plan policies). The revenue impacts of plan implementation actions will be addressed when they are proposed to City Council through the annual budget process or through future implementing ordinances.

The N/NE Quadrant Plan is a blueprint for change over the next 25 years. Eventual implementation of Comprehensive Plan Map and zoning map changes, as well as identified transportation and other infrastructure improvements are anticipated to prompt earlier development in the plan area, with related increases in property values and property tax revenue.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense? *(Please include costs in the current fiscal year as well as costs in future years. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the level of confidence.)*

The N/NE Quadrant Plan and the I-5 Broadway/Weidler Facility Plan will be adopted by resolution and thus do not formally commit the City to specific revenues or expenditures. However, many actions in the plans lead toward implementing measures that are binding (e.g. zone changes and amended Comprehensive Plan policies). The cost impacts of plan implementation actions will be addressed when they are proposed to City Council through the annual budget process or through future implementing ordinances.

6) Staffing Requirements:

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? *(If new positions are created please include whether they will be part-time, full-time, limited term, or permanent positions. If the position is limited term please indicate the end of the term.)*

No.

- Will positions be created or eliminated in *future years* as a result of this legislation?

No.

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

There is no funding appropriation related to this resolution.

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

[Proceed to Public Involvement Section – REQUIRED as of July 1, 2011]

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

- YES: Please proceed to Question #9.
 NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

The N/NE Quadrant Plan's goals, policies and implementation actions are intended to foster the growth of the Lloyd District into the intensely urban, vital and livable eastside center of the Central City, with a strong employment base, successful residential community and a variety of urban amenities. They will also strengthen Lower Albina as an industrial and employment area, reinforce the working harbor and provide for diverse employment and development opportunities.

The I-5 Broadway/Weidler Facility Plan is intended to improve transportation safety for all modes on the I-5 freeway and on local streets in the vicinity of Broadway/Weidler Interchange. It will also improve connectivity and enhance the pedestrian environment through additional freeway crossings and lids. Potential traffic impacts on the Eliot Neighborhood will be addressed through traffic calming measures identified in the plan. There are expected to be some construction impacts related to the proposed freeway improvements. The plan calls for the City and ODOT to continue outreach and to develop a construction mitigation plan that minimizes impacts. The proposed freeway lids will help minimize construction impacts by providing flexibility for staging and circulation.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

Public involvement and outreach to residents, property owners, business owners, community organizations and concerned stakeholders was extensive. The Stakeholder Advisory Committee included representation from a diversity of neighborhood, citywide and regional interest groups, including: the Bicycle Advisory Committee, NE Coalition of Neighborhoods, Sullivan's Gulch Neighborhood Association, Pedestrian Advisory Committee, Oregon Trucking Association, Portland Freight Committee, Irvington Neighborhood Association, Latino Network, Upstream Public Health, Central City Concern, Central Eastside Industrial Council, AIA Portland, NNE Business Association, Urban League, Lloyd TMA, Audubon Society, Lloyd District Community Association, Eliot Neighborhood Association, Metro, Oregon Department of Transportation, Port of Portland, Portland Development Commission and TriMet.

Outreach activities included: public walks; workshops and charrettes; public surveys; open houses; community group and stakeholder meetings; public commission briefings and hearings; opportunities for public comment at Stakeholder Advisory Committee meetings; a project web site; postal and electronic mailings; and newsletters. Additional details about public involvement activities is contained in the N/NE Quadrant Plan, Appendix F: Public Involvement Summary.

c) How did public involvement shape the outcome of this Council item?

Public input played a significant role in shaping each phase of the project. Input from public events, surveys, Stakeholder Advisory Committee and subcommittee meetings, stakeholder meetings and other outreach activities informed the identification of issues, opportunities and constraints and the development of evaluation criteria, planning alternatives and final recommendations.

d) Who designed and implemented the public involvement related to this Council item?

A number of staff members from the Bureau of Planning and Sustainability, the Bureau of Transportation and the Oregon Department of Transportation contributed to the design and implementation of the public involvement efforts, including Clay Neal (BPS), Karl Lisle (BPS), Stephanie Beckman (BPS), Diane Hale (BPS), Mauricio Leclerc (PBOT) and Todd Juhasz (ODOT). The project's facilitator Sam Imperati of the Institute for Conflict Management also contributed. In addition, the Stakeholder Advisory Committee reviewed the public involvement plan in draft form and helped inform public involvement activities.

e) Primary contact for more information on this public involvement process (name, title, phone, email): Stephanie Beckman, Senior Planner, 503-823-6042, Stephanie.beckman@portlandoregon.gov.

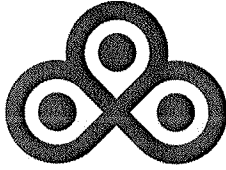
10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

Future public involvement activities are anticipated as part of refining and implementing the N/NE Quadrant Plan's recommendations as part of the final Central City 2035 Plan package, anticipated for adoption in 2015. Additional public outreach will be ongoing as part of freeway interchange improvement concept refinement and preliminary engineering, as well as contemplated near-term safety improvements to surface streets near the interchange.

Susan Anderson




BUREAU DIRECTOR (Typed name and signature)



36972

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Council Transmittal Memo

DATE: October 12, 2012
TO: Mayor Sam Adams and Members of City Council
FROM: Susan Anderson,  Director

1. **Resolution Title:** Adopt the N/NE Quadrant Plan and the I-5 Broadway-Weidler Facility Plan (Resolution)
 2. **Contact:** Karl Lisle, Senior Planner, 503-823-4286
-

3. **Council Date:** October 25, 2012
4. Consent Agenda Item Regular Agenda Item Time Certain 2:00 pm
 Emergency Item (explain below) Non-Emergency Item

5. **Purpose of Agenda Item:** This Resolution adopts the Central City N/NE Quadrant Plan as non-binding city policy, recommends that the Oregon Transportation Commission adopt the concurrently developed I-5 Broadway/Weidler Facility Plan and directs the Bureau of Transportation to work with the Oregon Department of Transportation to refine the facility plan, seek funding to implement it, and work on near-term transportation improvements in the vicinity of the Broadway/Weidler interchange.

6. **History of Agenda Item/Background:** The N/NE Quadrant Plan is a part of the Central City 2035 project, an effort to update the 1988 Central City Plan. This project includes the Central City 2035 Concept Plan and more specific plans focusing on the several subdistricts of the Central City. The N/NE Quadrant Plan is the first of these more specific plans to be completed, covering the Lloyd District and Lower Albina. The need for an updated policy framework to guide investment and development in the Central City has long been identified by Central City stakeholders.



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The I-5 Broadway/Weidler Facility Plan, developed collaboratively with the Oregon Department of Transportation, addresses safety and operations issues on I-5 within the N/NE Quadrant, a freeway corridor with the highest crash rate in the state, as well as surface streets near the Broadway/Weidler interchange, a documented high-risk area for bicycle-car and pedestrian-car conflicts.

7. **What individuals or groups are or would be supportive or opposed to this action?**
The project included extensive public involvement, including a 30+ person Stakeholder Advisory Committee (SAC) with representation from a broad array of interest groups.

The land use, urban design, and local transportation policies and actions proposed in the quadrant plan have generally received wide-spread support from members of the SAC and other stakeholders. The plan's recommendations, when implemented, will benefit the city generally, and the N/NE Quadrant specifically, by fostering the growth of the Lloyd District into the intensely urban, vital and livable eastside center of the Central City and strengthening Lower Albina as an important industrial and employment area.

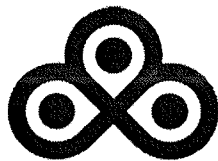
Most stakeholders have also expressed support for the safety and operations improvements to Interstate 5 proposed in the facility plan. The City and ODOT are committed to work with property owners and interested stakeholders to address remaining concerns in the next phase of refining the facility plan. Some members of the SAC do not support the facility plan, including representatives of the Eliot and Irvington neighborhood associations. Objections to the facility plan are outlined in the minority reports contained in the Stakeholder Advisory Committee Recommendations document.

8. **How does this relate to current City policies?** The N/NE Quadrant Plan builds upon the Central City 2035 Concept Plan and reflects the priorities, goals and policies of the Portland Plan to make Portland prosperous, educated, healthy and equitable. The quadrant plan also supports the policies of the Climate Action Plan by encouraging high-density mixed-use urban development in the Central City which is a highly efficient growth pattern and supports the use of alternative transportation modes. It also provides a long term framework for district energy, rainwater harvesting and reuse, and open space development within the Lloyd EcoDistrict.

The quadrant plan will be incorporated into the City's updated Comprehensive Plan, following the completion of additional quadrant planning work outlined in the Central City 2035 Concept Plan, as part of the final Central City 2035 Plan package, anticipated in 2015.

The I-5 Broadway/Weidler Facility Plan responds specifically to findings in the I-5/405 Freeway Loop Advisory Group Final Report, accepted by City Council Resolution No. 36448 on October 19, 2006, which identified the need to improve operations and safety on Interstate 5 between the Fremont Bridge and Interstate 84 as an urgent short-term priority.





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Portland Planning and Sustainability Commission

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October 5, 2012

Mayor Sam Adams and Portland City Council
Portland City Hall
1121 SW 4th Avenue
Portland, OR 97204

Dear Mayor Adams and City Commissioners,

At a public meeting held on September 25, 2012 the Planning and Sustainability Commission voted to forward the N/NE Quadrant Plan and I-5 Broadway/Weidler Facility Plan to City Council for adoption by resolution. The Commission took actions on two separate motions:

1. To recommend the City Council adopt the N/NE Quadrant Plan with several minor amendments. This motion passed unanimously.
2. To recommend the City Council ask the Oregon Transportation Commission to adopt the I-5 Broadway/Weidler Facility plan, and direct the Portland Bureau of Transportation to work with the Oregon Department of Transportation to develop a phasing strategy and seek funding to implement the facility plan and implement near-term safety-enhancing improvements to surface streets in the vicinity of the interchange. This motion passed by a 7-for to 1-opposed vote.

The Commission strongly supports the N/NE Quadrant Plan and the sustainable, vibrant, urban development vision it lays out for the Lloyd District and Lower Albina. This plan is supportive of and consistent with the Central City 2035 Concept Plan which the Commission is also forwarding to City Council for adoption as a separate agenda item.

At a September 11, 2012 public hearing on the two plans, the commission received a range of testimony generally supportive of the N/NE Quadrant Plan and both supportive and critical of the I-5 Broadway/Weidler Facility Plan. The opposing testimony centered on concerns about potential changes to neighborhood traffic patterns and on general opposition to any investment in freeway improvements within the urban core.

A majority of the commission supports the transportation improvements described in the I-5/Broadway Weidler Interchange Facility Plan and finds that the improvements are supportive of and well-integrated with the goals of the N/NE Quadrant Plan. In particular, the commission is highly supportive of the innovative City/State partnership that was used to develop the plans and the attempt to use freeway transportation investments to improve local neighborhood-serving connections and development conditions in the vicinity of the project. In addition, the commission is pleased that the recommended freeway improvements are compact and don't consume any additional land for freeway uses while still making significant safety and operational improvements on I-5.



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As noted, the recommended I-5 Broadway/Weidler Interchange improvements suggest significant improvements to the local street system above the freeway. This is largely due to the incorporation of freeway "lids" that cap portions of the freeway trench. The space on these lids could be used for a variety of productive purposes including open space or development-related uses such as buildings or parking and access areas. The commission feels strongly that these lids and the proposed Clackamas bicycle/pedestrian bridge between the Lloyd District and the Rose Quarter must be included in the final project and cautions against the temptation to drop them or scale them back in the value engineering phases of work on the project.

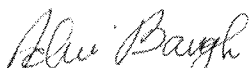
The Commission engaged in a lengthy discussion about the Metro Regional Transportation Plan modeling assumptions used, which assume a higher VMT than does the Climate Action Plan. The Commission hopes Metro will review its modeling at a regional scale to address these inconsistencies before additional major projects are planned. A minority of Commissioners also raised concern about the high cost of the freeway project – a single transportation facility – in contrast to what could be achieved if funds were to be spent in smaller increments around the city to improve safety issues for all transportation modes and that could better address climate initiatives.

The Planning and Sustainability Commission recommends that Council adopt the Resolution which:

1. Adopts the N/NE Quadrant Plan as non-binding City policy (pending completion of CC2035 work);
2. Recommends that the Oregon Transportation Commission adopt the I-5 Broadway/Weidler Facility Plan; and
3. Directs the Bureau of Transportation to work with the Oregon Department of Transportation to:
 - a. Develop a phasing strategy and secure funding to implement the I-5 Broadway/Weidler Facility Plan; and
 - b. Implement near-term safety enhancing improvements to surface streets in the vicinity of the Broadway/Weidler interchange.

Thank you for the opportunity to participate in the review of these plans and for considering our recommendations.

Sincerely,



André Baugh
Chair
Portland Planning and Sustainability Commission

