

Additional Consent Items Related to Transportation

Chapter 3 –The Plan				
#	Ref	Topic – Comment - Source	Proposed Amendment	Staff Response
41	Page III-14	Bike and Pedestrian Access near Streetcar Bridge: Due to ADA issues associated with developing pedestrian and bike access directly onto the existing streetcar bridge it is necessary to de-emphasize the last bullet on page III-14. Smith	<i>Pursue already identified bicycle and pedestrian bridges over I-84 to the Lloyd District and parallel to the streetcar bridge to the OMSI Station Area.</i>	Amend last bullet on page III-14 as indicated.
Chapter 5 –SE Quadrant Vision, Goal, Policies and Actions				
#	Ref	Topic – Comment - Source	Proposed Amendment	Staff Response
42	Page V-12, Policy 6 Green Loop	Green Loop Policy: It seems important to amend the language of Policy 6 Green Loop (Page V-12) to note that the loop will complement but not compete with adopted and planned for bike and pedestrian routes in the district. Smith	<i>Green Loop. Explore a Central Eastside segment of the Central City Green Loop through the district to create an attractive north-south pedestrian and bicycle route that is safe and comfortable for all ages and abilities and connects the Lloyd district through the Central Eastside to the Tilikum Crossing Bridge. <u>The Green Loop alignment will complement but not compete with other adopted and planned for pedestrian and bicycle routes identified in plans such as the Bicycle Master Plan and included in the City’s Transportation System Plan.</u></i>	Amend as indicated.
43	Page V-13, Action T1	Accessory Parking: Action Item T1 (page V-13) refers to “shared” parking or off-street facilities. However, the Zoning Code does not define or use the word “shared.” Staff Further, there are concerns that allowing commercial use of existing surface parking lots could discourage redevelopment of these lots in the long term. Baugh	<i>Amend the Zoning Code to allow for shared use of off street parking facilities for employees and residents of Central Eastside District. Investigate potential for customers.</i> <i>Conduct Accessory/Commercial Parking Pilot Program in Central Eastside District to allow existing off-street parking facilities to be used by employees, residents, and customers of the district. The program will study potential Zoning Code amendments to allow permanent shared / commercial parking provisions in Central Eastside and will consider at minimum: parking need; revocable permits for surface parking lots; and ability to use revenue generated by commercial parking to support structured district parking facilities. Pilot Program will be for maximum period of 1-2 years and apply to all surface lots within the Central Eastside District.</i>	Amend as indicated.
44	Page V-13, Action T6	Bike and Pedestrian Access near Streetcar Bridge: Action Item T6 (page V-13) may be give the perception that pedestrian and bike access can be added to the existing streetcar bridge. This is not possible due to ADA issues, and this is was addressed during the public process for the Eastside Streetcar by acknowledging that the Clinton to the River bike/pedestrian project would provide this connection. Smith	<i>Provide Consider pedestrian and bicycle bridge access between Grand/MLK and the Tilikum Crossing in the vicinity of the streetcar bridge.</i>	Amend as indicated.
45		Implement Designated Bikeways: The Bicycle Advisory Committee has raised concerns that because the SE Quadrant Plan does not reference existing bike routes that have been approved by past plans the routes proposed by the SE Quadrant Plan could be viewed as being prioritized above these other routes. Smith	Implement Designated Bikeways. <i><u>Pursue funding and implementation of north-south and east-west bicycle routes adopted by the Bicycle Master Plan and identified by the Transportation System Plan to ensure cyclists commuting to and through the district have a diversity of safe and recognizable routes to access the Central Eastside. Pursue implementation actions that enhance the safety of cyclists but that do not conflict with efficient freight mobility.</u></i>	Add new action to plan as indicated.