

# University District and River District Plans

Adopted Report

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Ordinance No. 168702



CITY OF PORTLAND, OREGON  
BUREAU OF  
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# Table of Contents

	<b>Page #</b>
<b>Summary</b> .....	i
<b>Introduction</b> .....	1
<b>The University District Policy</b>	
Policy 16: University District.....	5
Urban Design Plan.....	6
Action Chart .....	7
Rezoning Proposal Map.....	10
<b>The River District Policy</b>	
Policy 17: River District .....	11
Urban Design Plan.....	12
Action Chart .....	13
Rezoning Proposal Map.....	18
<b>Amendments to the Central City Plan</b>	
Central City Plan Vision .....	19
Policy 1: Economic Development .....	22
Policy 2: Willamette Riverfront.....	25
Policy 3: Housing .....	26
Policy 4: Transportation.....	28
Policy 5: Human Services .....	30
Policy 6: Public Safety .....	33
Policy 7: Natural Environment .....	34
Policy 8: Parks & Open Space .....	35
Policy 9: Culture & Entertainment .....	36
Policy 10: Education .....	37
Policy 11: Historic Preservation.....	38
Policy 12: Urban Design.....	38
Policy 13: Plan Review .....	40
Policy 14: Downtown .....	40
Policy 15: Goose Hollow .....	41
Policy 16: North of Burnside .....	41
Policy 17: Northwest Triangle.....	42
Policy 18: Lower Albina.....	42

## Table of Contents (Cont.)

	<b>Page #</b>
Policy 19: Lloyd Center/Coliseum.....	42
Policy 20: Central Eastside.....	43
Policy 21: North Macadam .....	43
 <b>Proposed Amendments to the Central City Plan District of the Portland Zoning Code and Portland Zoning Maps .....</b>	 <b>44</b>
 <b>Appendix</b>	
Glossary of Urban Design Plan Terms	



# SUMMARY

These two projects amend and update parts of the 1988 Portland Central City Plan. Both are citizen originated planning projects. The River District project has been guided by the River District Steering Committee. The University District project has been developed by Portland State University. Portland State has been assisted in their project by a University District Committee formed and supported by the Association for Portland Progress. Although the City has been a partner in these projects, both are citizen led efforts taking the logical next step in the evolution of the Central City Plan.

The development of the University District Plan is called for in the Central City Plan. Adoption of the Plan will implement one of the Central City Plan's action chart items. The River District project was approved, in principal, by the Portland City Council in May of 1994. The Council directed that the project be considered by the Planning Commission as an update and amendment of the Central City Plan.

Both projects have benefited from major efforts of community outreach, extensive notice, and citizen involvement. All property owners in both areas were notified of the Planning Commission's scheduled hearing on November 22, 1994. In addition, numerous workshops, open houses and public meetings have been conducted. Participation has been strong. The two plans were produced in a process which aimed at building consensus.

These two efforts have been joined in this review process because they both amend Portland's Central City Plan. Amendments include adjustments and minor changes to several of the Central City Plan policies as well as the district policies. For example both plans amend the Central City Plan's Housing Policy. By processing the amendments together it is possible to improve public understanding of the cumulative nature of the amendments and the relationship between the new districts and the Central City Plan.

## **Summary of Proposed Changes**

- Amend the Central City Plan (CCP) by adding the University District Policy 16, further statements, Urban Design Plan, and Action Chart. Amendments to the Central City Plan's Vision statement, policies and further statements are proposed for adoption by ordinance as part of the City's Comprehensive Plan. Action charts and urban design plans are proposed for adoption by non-binding resolution as a part of the Central City Plan's leadership agenda.

- Amend the CCP by adding the River District Policy 17, further statements, Urban Design Plan, and Action Chart. Amendments to the Central City Plan's Vision statement, policies and further statements are proposed for adoption by ordinance as part of the City's Comprehensive Plan. Action charts and urban design plans are proposed for adoption by non-binding resolution as a part of the Central City Plan's leadership agenda.
  
- Amend the CCP by eliminating Policy 16 - North of Burnside and Policy 17 - Northwest Triangle. These two policy areas are folded into the new Policy 17 - River District.
  
- Amend the Central City Plan's Housing and Economic Development Policies to update objectives for new housing and job creation. The objective for new housing creation is increased from 5,000 to 15,000 housing units. The job creation target is increased from 50,000 to 75,000 jobs.
  
- Convert the zoning of the Union Station property north of the Broadway Bridge from General Industrial (IG1) to Central Employment Design (EXd) to allow development of the Oregon Agricultural Marketing Center, housing and other uses called for in the River District Development Plan.
  
- Amend the boundary of the CCP, within the proposed Policy 17 - River District, to add the southern portal of the Port of Portland Terminal One site, and the property across Front Avenue (between Front Avenue and the railway tracks roughly 100 feet west of Front) into the CCP boundary.
  
- Convert the zoning on the Terminal One southern portal property from Heavy Industrial (IHi) to Central Residential (RXdg) with a minimum of 20 units per acre housing requirement to allow development of housing and office/commercial. Allow the non-residential portions of Terminal One development to include some marine oriented uses including:
  - marinas
  - passenger ship docking facilities
  - related customs and cargo handling facilities
  
- Establish an EXd Comprehensive Plan designation on the property west of Front.

- Amend the CCP zoning map in the University District to reflect the change in zoning on sites targeted for housing from CXd to the RXd, and the change in zoning on sites targeted for academic facilities or other uses from RX to the CX.
- Amend the CCP District in the city's zoning code (Chapter 33.510) to accomplish the following:
  - a. Allow marine related uses as part of the non-residential portion of RX development projects on RXd zoned sites which are adjacent to the Willamette River;
  - b. Reduce the required minimum density in the RXd zoned sites which abut the Willamette River from 80 to 20 dwelling units per acre;
  - c. Reflect the deletion of the Northwest Triangle and North of Burnside policies and the addition of the new River District and University District policies.
  - d. Establish FAR and height limits on the Terminal One site which match those in effect on the adjacent property just south of the Fremont Bridge;
  - e. Revise the residential bonus target area and required residential development areas to match the housing target area of the River District plan;
  - f. Extend the required building line requirement along the South Park Blocks through the University District to the Stadium Freeway; and
  - g. Extend the retail opportunity area requirement along the South Park Blocks to the Stadium Freeway.

### **Relationship to the Planning Commission's Goals**

The Portland City Planning Commission has chosen to emphasize four specific goal areas as a focus of their deliberations this year. These goal areas are economic development, housing, transportation and the environment. The proposed adoption of the University and River District plans supports these goal areas as follows:

## Economic Development

The economic growth of the Central City and the City as a whole is strongly reinforced by the University District Plan and the River District Plan. These plans provide a vision for the revitalization of two areas of the Central City which have been economically stagnant. The plans include specific action agendas aimed at attracting investment to these areas. The action agendas include identification of willing implementors who accept responsibility to work to achieve the specific listed improvements. As adopted portions of the Central City and Comprehensive plans, the River District and University District plans provide prospective developers with an established community vision and program for area enhancement that will encourage investment. The amendments include an upward adjustment to the Central City Plan's job creation target of an additional 25,000 jobs.

The University District Plan also augments the overall economic development strategy of the Central City and Comprehensive plans. Portland State University's growth is intended to be fostered by the Plan. The University provides programs and educational opportunities which aid Portland citizens in preparing for employment and which support business activity within the City. Adoption of the University District Plan is a strategy within the recently approved Prosperous Portland program.

## Housing

Incorporation of the University and River District plans into the Central City Plan aggressively supports the City's housing growth program. The Central City's housing target is increased by 10,000 housing units. New housing zoning (RXd zoning) is created and housing provisions are amended to identify target locations for over 6,000 new housing units. The two district plans provide a specific image and consensus for housing development which will aid in attracting housing investment. Housing development is supported by a variety of actions aimed at enhancing the climate for housing investment. Specific implementors who are committed to work to achieve these enhancements are identified.

## Transportation

Achieving transportation and related air quality objectives is supported through adoption of the two plans. Development of new housing within the Central City Plan area will create opportunities for thousands of Central City workers to walk, bicycle or take short local transit and auto trips to their place of employment. This will reduce pressure on the regional freeway and highway system. Central City housing will help meet state mandated targets for reduction in per capita vehicle miles traveled. This will occur by locating significant new housing development within a short distance of major employment, shopping, recreation, educational, and cultural facilities.

New development is focused on a part of the city which has full urban services and which sits at the region's center of transportation facilities. Full and multi directional access to the regional light rail, transit, and highway systems is superior to any other location in the region. Both the River and University District plans include programs for the enhancement of the transportation system including: extension of light rail transit to serve Portland State University; development of the Central City Streetcar to serve both new districts and provide connections to other transportation systems; and enhancement of pedestrian circulation within the two districts and to adjacent districts and neighborhoods.

## Environment

Environmental objectives are supported by adoption of the University and River District plans. These plans will aggressively promote new development at Central City locations which are already fully urbanized. Growth at these locations will reduce pressure for conversion to urban uses of non-urban lands.

Specific actions which are part of these two plans will support the enhancement of the environment within the Central City. The University District Plan calls for the creation of landscape improvements which create opportunities for wildlife and emphasize native plants. A major feature of the River District Plan is to day-light Tanner Creek and create significant open space improvements along the creek and the Willamette River.



# INTRODUCTION

## Organization of the Plans

This document introduces the two new policy areas of University District (Policy 16), and River District (Policy 17). The new University District Policy supersedes the original district Policy 16 (North of Burnside) and the new River District Policy supersedes the original district Policy 17 (Northwest Triangle).

For the purpose of highlighting all changes in this document, new language is underlined and deleted language is shown with a strikethru. An exception to this is in the Action Charts for new Policies 16 and 17. These action chart items are all new, but are not underlined. Bolded language in each action chart item conveys the proposed action. The unbolded language is the detailed description of the action. The detailed description will be removed from the action chart and placed in a separate chapter when these new policies and amendments are incorporated into the Central City Plan.

The University and River District plans include several parts. The Central City Plan's Vision Statement is proposed to be amended, district policies and further statements are proposed to be established, and amendments to the content of the Central City Plan District are proposed. Also included are zoning code and zoning map amendments to be adopted by ordinance. Items to be adopted by resolution include action charts and district urban design plans which accompany the policies for each of these areas.

The Vision Statement guides future implementation of the Central City Plan. The Vision states where the Plan is intended to lead and provides a standard against which to measure the Plan's success. The new policies and further statements are intended to provide specific guidance for the future development of these two areas of the Central City. Action charts and urban design plans are intended as a starting place for implementation. It is understood that as these ideas are developed they may need to be modified to respond to changing circumstances, technical and funding issues, and take advantage of unforeseen opportunities.

These action chart items are to be adopted by resolution. Programs and projects formally approved by resolution are approved without the binding force of law. Those which specify changes in zoning designations or in the zoning code will be implemented with the plans at the time of adoption through an ordinance that amends the City's Comprehensive Plan, Zoning Map, and Zoning Code.

Throughout the document language additions are <u>underlined</u> and language deletions are shown with a <del>strikethru</del> .
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## University District

The City of Portland in partnership with Portland State University (PSU) proposed the creation of the University District. The Central City Plan (CCP), adopted in 1988, called for the formation of a University District. The Association for Portland Progress and a PSU task force worked together to develop the *Vision for a University District*. This document reflects much of the community discussion that occurred and is the basis for adding the proposed policy.

A part of the proposal is to zone for high density housing in the blocks between SW 4th and 5th Avenues, from Mill to Jackson Street, and between SW College and Jackson Streets, from SW 4th Avenue to Broadway.

The policy calls for the University District to be a vital, multi-cultural, and international crossroads with an environment which stimulates lifelong learning, collaboration between business and government and a rich cultural experience. Specific improvements occur in the areas of housing, transportation, retail services, business development and cultural facilities and programs. The University District is bounded by Market Street on the north, 4th Avenue on the east, and Interstate 405 on the south and west. The District is a 52 block area primarily occupied by the Portland State University campus.

### **River District**

The proposed River District is bound generally by West Burnside Street, the Willamette River, the Interstate 405 freeway, and it is inclusive of the Port of Portland's Terminal One facility. This area, except for Terminal One, is currently identified in the CCP by two district policy areas: Northwest Triangle and North of Burnside. The River District will supersede these two districts as a new Policy 17.

While portions of the new River District are developed, there are substantial opportunities for new development. Recognizing this potential in 1992, the North Downtown Consortium, a group of north downtown property owners, business interests and citizens, presented to City Council a *River District Vision*, which provided an overall context for new development in the District. Central to the Vision are the notions of a new community of residential neighborhoods and a reorientation of the District to the Willamette River. City Council acknowledged the Vision and directed activities which led to the formation of the River District Steering Committee and a process to recommend a River District Development Plan.

On May 11, 1994 City Council endorsed by Resolution (No. 35274) the River District Development Plan as proposed by the River District Steering Committee. In that Resolution, the Bureau of Planning was directed to incorporate the River District vision into the CCP.



## **Overall Objectives**

The two plans are intended to contribute to the attractiveness, excitement, and efficiency of the Central City. Both provide a clear blueprint for the revitalization of the parts of the Central City which are stagnant or in need of revitalization. Both emphasize urban living with development densities, diverse land uses and quality design. Each plan includes detailed agendas for public and private action. Those actions called for have identified implementors who are committed to seeking means to implement the plans.

The plans emphasize:

- Residential development that will create 24 hour neighborhoods giving diversity, stability and public safety to the Central City environment.
- Parks and open space that service and support the neighborhoods and link areas together creating a system of open spaces.
- The integration of public and private service and development activities.

## **Purpose Of The Plans**

The University and River District plans are the product of citizens and property owners working together to develop a shared strategy for meeting the challenges of the coming years. They were developed through a broadly based citizen involvement process.

The purposes that these citizens shared as they developed these plans were far reaching and comprehensive. They sought to provide a foundation for their areas that would ultimately be adopted by the City of Portland as part of Portland's Central City and Comprehensive plans. They also sought to use the planning process as a vehicle for establishing and achieving area priorities. They used this planning process to identify issues that need to be addressed and establish priorities for actions.

The City of Portland has several reasons for supporting the development of these citizen driven planning efforts. Both plans provide guidance to decision-makers on matters of land use, social programs, capital expenditures and environmental issues. They stimulate a partnership between public and private interests to stabilize and improve area conditions. The plans encourage community leaders to undertake agreed-upon projects and to use community resources as well as government efforts to foster the enhancement of their area. The plans improve understanding and communication between citizens, City bureaus and decision-makers.

## **Relationship To The Central City Plan**

The River District and University District plans are to become part of the Central City Plan. The Central City Plan creates an overall framework for the five square-mile Central City area. This framework establishes programs, policies, and regulations and identifies actions which are applicable to the entire area. Policies, projects, programs, and regulatory provisions are contained in each special sub-area plan, like the River and University District plan. The sub-area plans also reinforce parts of the district plan as they apply to these sub-areas. In many cases the River and University District Plan content is more specific than plan elements of the Central City Plan.

## **Relationship To Portland's Comprehensive Plan**

The River District Steering Committee and Portland State University sought to develop plans that ultimately would be adopted as part of Portland's Central City and Comprehensive plans. Inclusion of these plans in the Comprehensive Plan makes those parts of the plans adopted by ordinance part of the Oregon state-wide planning system. Status as a part of the Comprehensive Plan establishes goals, policies, and further statements as provisions that must be followed. It also ensures that these goals, policies, and further statements will be carefully weighed as part of future consideration of land use designation changes. If policy language conflicts with other development regulations, the policy language will be the controlling provision.

While the policy elements of the River and University District plans are a part of the Comprehensive Plan, the plans also contain provisions that are not part of the Comprehensive Plan. The action charts are not part of the Comprehensive Plan. The action charts consist of lists of ideas for capital projects and ongoing programs that will be submitted to the City Council for adoption by resolution. These are referred to as leadership items because accomplishment of these provisions is dependent on leaders in the community.

The action charts also suggest changes in the City's land use regulations and zoning map. These changes will be adopted by ordinance and become effective at the same time that the policy provisions of the plan take effect.

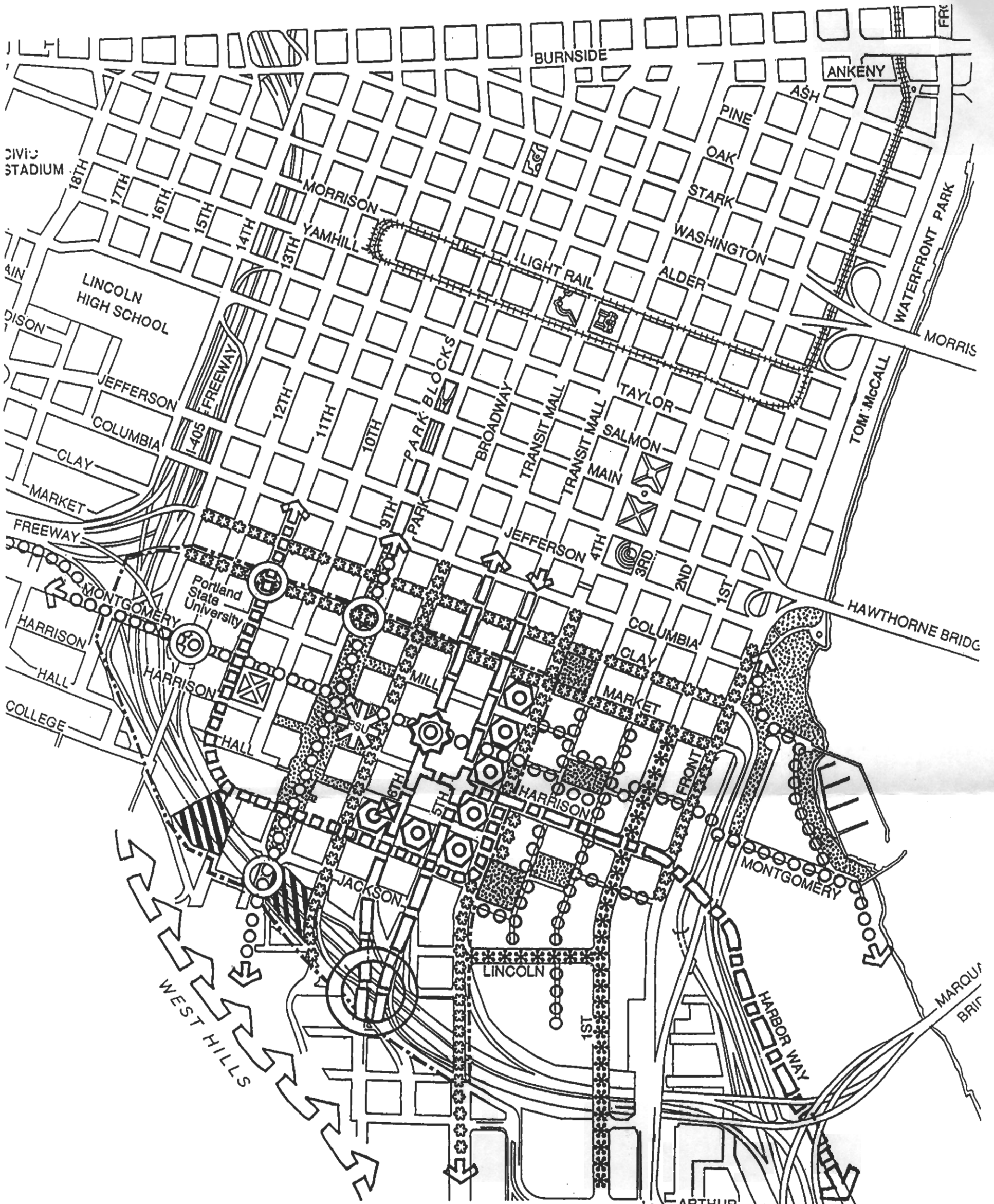
## **Policy 16: UNIVERSITY DISTRICT**

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**Foster the development of a distinct sub-district which has its character defined by its focus on Portland State University (PSU). Shape the University District into a vital multi-cultural and international crossroads with an environment which stimulates lifelong learning, collaboration between business and government and a rich cultural experience.**

### FURTHER:

- A. Create a distinct identity which encompasses both campus and non-campus areas of the District.
- B. Build a linked system of north to south and east to west open spaces which help to focus and organize the District. Locate the north to south open space system along the South Park Blocks and the east to west system along Montgomery Street.
- C. Create light rail transit (LRT) access to the District from throughout the region and the Downtown, recognizing the District as one of the region's most significant destinations.
- D. Create at least 1,000 new units of housing within the District. Housing created should provide for those who enjoy living in the District environment as well as those with formal ties to PSU.
- E. Eliminate the regulation requiring PSU academic facilities to undergo Conditional Use Master Plan procedures for new development proposals.
- F. Create a University District shopping environment, centering on Montgomery Street with extensions north and south along Broadway, 5th and 6th Avenues, and at the proposed University Plaza. Additionally, foster the location of new commercial, retail, and service businesses at locations which front on open spaces, pedestrian paths and along 10th and 11th Avenues, west of Broadway.
- G. Encourage the development of businesses which serve the District and-benefit from proximity to PSU.
- H. Improve pedestrian connections between the District and Goose Hollow and Lair Hill Neighborhoods.
- I. Reflect the establishment of the District by creating a University District Policy Element in the Central City Transportation Management Plan (CCTMP). Until the new element is created, recognize that the CCTMP Downtown Element is applicable to the University District.



- University District Boundary
- Central City Gateway
- District Gateway
- ★ Major Attraction
- ★ Focal Point
- ▬ Proposed Transit Corridor
- Central City Streetcar
- ▬ □ Central City Streetcar/Transit Corridor
- ○ ○ ○ Pedestrianway
- \*\*\*\*\* Existing Boulevard
- \*\*\*\*\* Proposed Boulevard
- Existing Open Space
- Proposed New Major Open Space
- Minor Open Space Improvement
- Deck Over Freeway for Future Building Sites
- Residential Block with Street Enhancements
- Views from West Hills

**University District**  
**URBAN DESIGN PLAN**  
 Portland Bureau of Planning  
 MARCH 1995    Scale 0 100' 600'    N

## Policy 16 Action Chart: University District

#	Actions	Time				Implementors	Index to Action Details
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs		
	<b>PROJECTS</b>						
U 1	<b>Create an "Urban Center" building and University Plaza on Montgomery Street between 5th and 6th Avenues.</b> The Plaza will serve as the east entrance to the PSU Campus and will tie the campus to the regional transit system. Locate active uses in the buildings adjacent to the University Plaza. These uses will give life to the Plaza and benefit from the presence of pedestrians and transit. Active uses include sidewalk vendors, cafes, climbing walls, retail, restaurants and commercial recreation			X		PSU, Tri-Met, PDOT	
U 2	<b>Establish a LRT station and transit center within the District.</b> Provide for convenient transfers between LRT, bus and Central City Streetcar systems. Consider locating a station at the University Plaza on Montgomery Street near or on 5th and 6th Avenues.				X	Tri-Met, PDOT	
U 3	<b>Build at least 1,000 units of market rate housing.</b>		X			CHN, PVT, PDC	
U 4	<b>Develop and implement a strategy to improve the pedestrian environment, which includes specific safety measures.</b> Consider measures to improve connections for pedestrians across Broadway and 4th Avenue and reduce traffic speed on Broadway.			X		PSU PDOT ODOT	
U 5	<b>Extend the Transit Mall south through the District.</b>				X	PSU, PDOT, PDC, Tri-Met	
U 6	<b>Route the Central City Streetcar through the District.</b> The streetcar will serve the west side of the PSU Campus and link with future LRT system extensions.				X	PDOT, PDC, CCS PSU, APP	
U 7	<b>Create clearly defined District gateways.</b> The gateways will be located at Market Street and the South Park Blocks, at Market Street and 11th Avenue, and at Montgomery Street and 12th Avenue.				X	PSU	
U 8	<b>Create and implement a master open space, landscape, and street tree plan that unifies the District and links to adjoining neighborhoods and Central City Plan Districts.</b> Use a thematic design treatment that unifies the District's open spaces. When completed consider reflecting this street tree plan in the Central City Design Guidelines. Consider including: vest pocket and rooftop gardens throughout the District; planting native species which create habitat for song and other birds; increasing the amount of ground level plantings within the South Park Blocks; creating a design theme for the area with additional plantings of roses and other plant materials; install water features into the District open spaces. Add language to the Central City Design Guidelines which reflects a district landscape and street tree planting masterplan.			X		PSU, Parks, BOP, BES	
U 9	<b>Create an outdoor ceremonial open space in the southwest corner of the District.</b> Develop a botanical garden around the perimeter of this open space.				X	PSU	
U 10	<b>Make Montgomery Street a linear botanical garden and walkway linking the District with the Willamette River, West Hills and Forest Park.</b> Improve connections to Riverplace, the Willamette River Greenway Trail and the 40 Mile Loop Trail systems.				X	PSU, PDOT, PDC, Parks	

#	Actions	Time				Implementors	Index to Action Details
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs		
U 11	<b>Create a small open space or plaza along College Street near 6th Avenue to serve nearby development.</b>				X	PSU	
U 12	<b>Develop an outdoor art walk.</b> The art walk implements the Central City public art plan, "Follow the River."	X				PSU, MAC	
U 13	<b>Build a new School of Fine and Performing Arts structure.</b> Locate the structure on the South Park Blocks within the District. Consider including an arts and performance center for children within this project.				X	PSU	
U 14	<b>Build an art studio to serve the University and the region's art community.</b>			X		PSU	
U 15	<b>Develop new academic buildings using air rights over the I-405 Freeway between Broadway and 11th Avenue.</b>				X	PSU, ODOT	
U 16	<b>Redevelop the Ondine residence hall.</b> The hall will include academic conference space, which will stimulate job creation and support the growth of the market for post-graduate seminars and conferences.				X	PSU	
U 17	<b>Locate new PSU related parking underground.</b> Where practical, redevelop the first floor perimeter of existing parking structures for active uses.				X	PSU	
<b>PROGRAMS</b>							
U 18	<b>Consider modification of some local service streets adjacent to housing sites to create amenities and pedestrian enhancements.</b> These will aid in attracting housing development.			X		PSU, PDOT, Parks, PDC, BES	
U 19	<b>Develop and implement a comprehensive transportation management program based on demand for students, faculty and staff.</b> This will encourage use of transit and alternative modes of transportation, reduce parking demand, congestion and aid in reducing air quality problems. Include an incentive program encouraging use of public transit and alternative modes of travel while ensuring that PSU has the parking it needs to allow for growth.			X		PSU, PDOT, Tri-Met	
U 20	<b>Establish a consistent pattern of design theme characteristics which unify the District's identity.</b> Use colors, materials, signs, paving, lighting standards, street furniture and logo.		X			PSU, PDOT	
U 21	<b>Encourage the use of sidewalks for cafe outdoor seating and sidewalk vendors within the District.</b>	X				PSU, PDOT, Parks	
U 22	<b>Maintain the South Park Blocks as an urban elm forest.</b> Replace diseased trees over time with new disease resistant elm varieties.	X				PSU, Parks	
U 23	<b>Develop an entertainment program for the District's public open spaces.</b>		X			PSU, Parks, PMG	
U 24	<b>Create an economic and business development unit as a PSU program.</b> This program will work with government to stimulate new business and the creation of jobs.			X		PSU, PDC	
U 25	<b>Enhance PSU's business, professional school, and engineering programs.</b> Use the programs to attract related business activities to the Central City.			X		PSU, PDC	
U 26	<b>Develop a Math Learning Center building as a model for the University's role in helping to incubate enterprise.</b>			X		PSU, PDC	

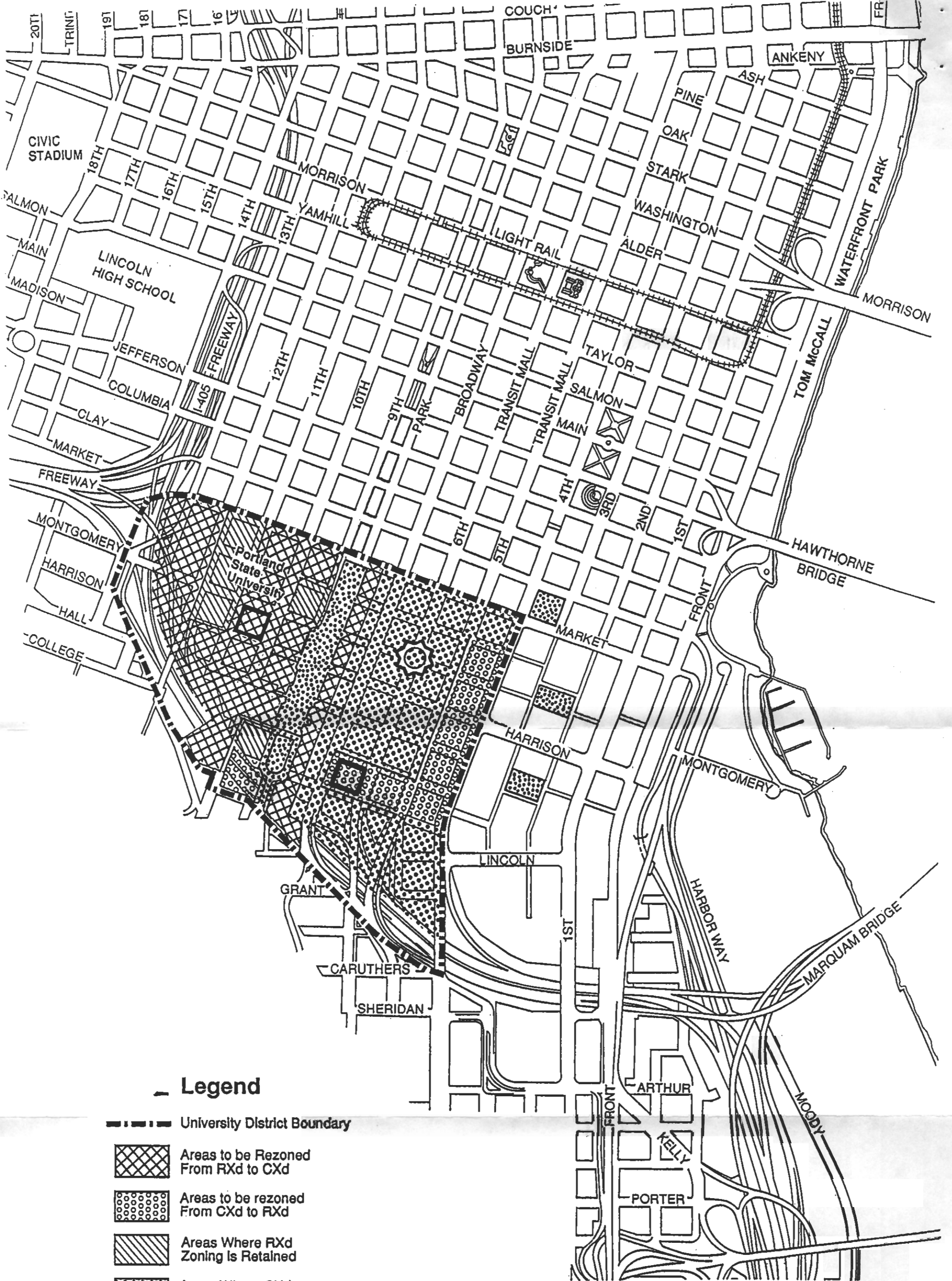
#	Actions	Time				Implementors	Index to Action Details
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs		
U 27	<b>Expand the existing public art program to include the District.</b>	X				PSU, MAC	
U 28	<b>Develop a collaboration program with art institutions located along the South Park Blocks.</b> This program will identify ways to share facilities and identify and address common issues and concerns.			X		PSU, PAM, Parks, PCPA, OHS	
U 29	<b>Double the capacity of the Helen Gorden Child Development Center.</b>				X	PSU	
	<b>REGULATIONS</b>						
U 30	<b>Change the zoning map.</b> Zone sites targeted for housing to the RX zone and zone sites targeted for academic facilities or other uses to the CX zone.	X				BOP	
U 31	<b>Designate the District area as a pedestrian district in the CCTMP Portland's Comprehensive Plan.</b>		X			BOP PDOT	
U 32	<b>Require that new development and exterior remodeling projects within the District undergo design review.</b> Add language to the Central City Design Guidelines which states the importance of designing building entrances to be well marked and identifiable from both the street and the sidewalk.	X				BOP	
U 33	<b>Extend the required building lines and required retail opportunity provisions of the Central City Plan to the South Park Blocks within the District.</b>	X				BOP	
U 34	<b>Extend the South Park Blocks Cultural District north into the University District along the South Park Blocks area.</b>	X					

**Note:** Action Charts are to be adopted by Portland City Council by resolution. They are a starting place. Actions with an identified implementor were adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action.









#### ABBREVIATIONS FOR ACTION CHART IMPLEMENTORS

APP	Association for Portland Progress
BES	Bureau of Environmental Services
BOP	Portland Bureau of Planning
CHN	College Housing Northwest
MAC	Metropolitan Arts Commission
OHS	Oregon Historical Society
PAM	Portland Art Museum
Parks	Portland Bureau of Parks
PCPA	Portland Center for the Performing Arts
PDC	Portland Development Commission
PDOT	Portland Department of Transportation
PMG	Portland Musicians Guild
PSU	Portland State University
PVT	Private sector (including businesses, developers and property owners)
Tri-Met	Tri-County Metropolitan Transit District






**Legend**

-  University District Boundary
-  Areas to be Rezoned From RXd to CXd
-  Areas to be rezoned From CXd to RXd
-  Areas Where RXd Zoning Is Retained
-  Areas Where CXd Zoning Is Retained
-  Existing Open Space Zoning
-  Future Open Space Development
-  Future Focal Point

**University District  
REZONING PROPOSAL**

Portland Bureau of Planning  
MARCH 1995

Scale 0 300' 600' 



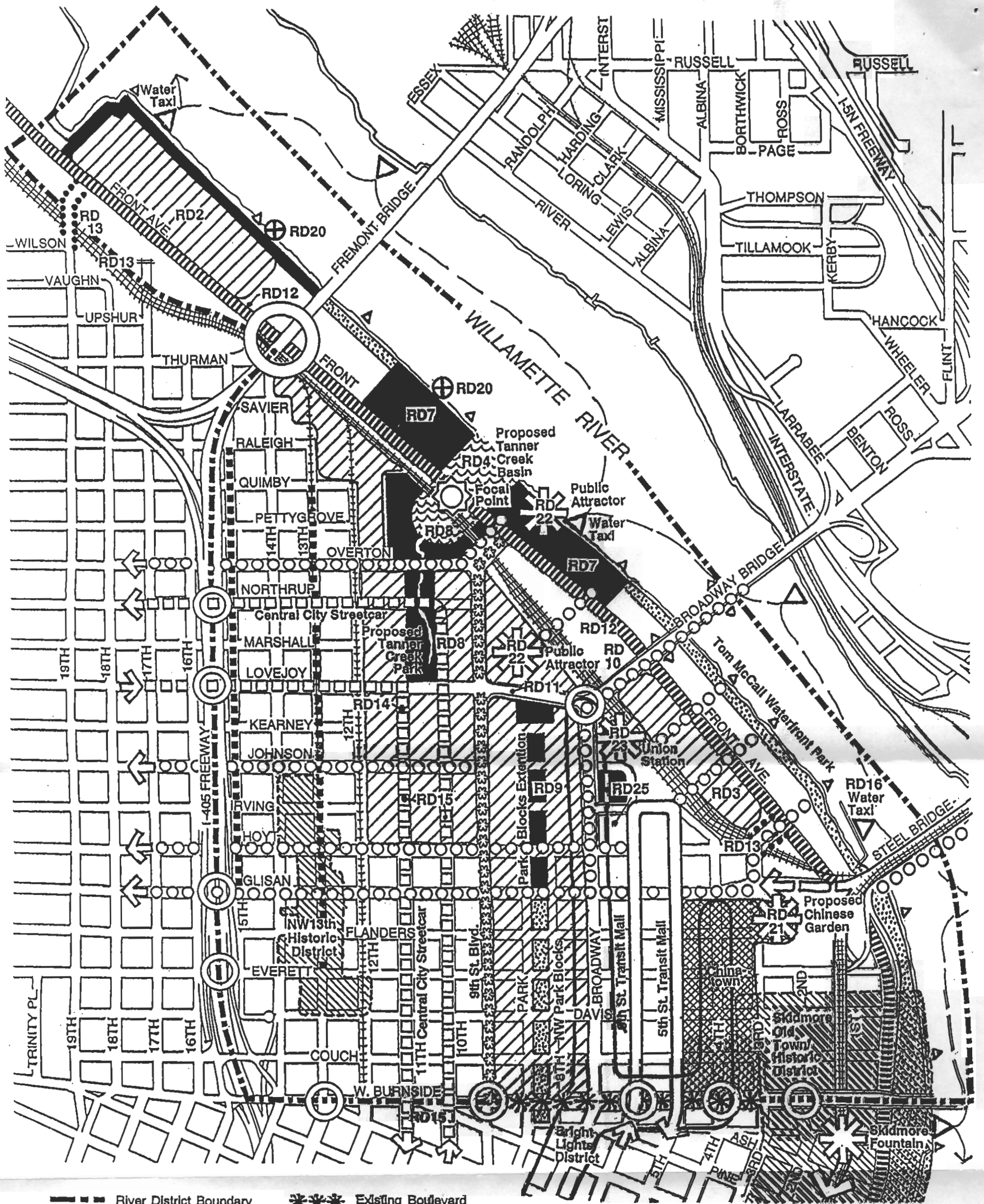
## Policy 17: RIVER DISTRICT

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Extend downtown development throughout the River District that is highly urban in character and which creates a unique community because of its diversity; its existing and emerging neighborhoods housing a substantial resident population, providing jobs, services and recreation; and most important, its embrace of the Willamette River.

FURTHER, to become the kind of place where people would like to live, work, and play:

- A. Pursue implementation of the River District urban design and development plans through public/private projects (proposals for action) as described in each of the four action areas of the River District Development Plan: (1) Union Station/Old Town, (2) Terminal One, (3) Pearl District, and (4) Tanner Basin/Waterfront.
- B. Preserve and enhance the River District's history, architectural heritage, and international character.
- C. Integrate social service facilities in a manner that is visually and functionally compatible with the River District and consistent with the City of Portland and Multnomah County's coordinated social service plan.
- D. Accommodate housing needs for diverse family structures.
- E. Provide neighborhood amenities that support River District residents who work and use the services provided by the Central City. Amenities include commercial, educational, medical, recreational, transportation, entertainment, emergency and social services.
- F. Accommodate industrial growth in industrial zoned areas.
- G. Pursue implementation and completion of the Chinatown Development Plan.
- H. Foster the development of artist residential/work space and gallery facilities.
- I. Incorporate strategic public investments in infrastructure that will stimulate private sector redevelopment. The River District needs increased transit services, improved streets, and open space.
- J. In coordination with the Combined Sewer Overflow (CSO) Tanner Creek Basin Project, daylight Tanner Creek through the center of the District and construct a large focal point basin connecting Tanner Creek with the Willamette River to provide a tangible amenity that distinguishes the River District.
- K. Contribute to the efficiency of urban living with development density, diversity of land use, and quality of design that will result in significant savings in the infrastructure costs of transportation, water, sewer, electricity, communications and natural gas.



- |  |                                    |  |  |
|--|------------------------------------|--|--|
|  | River District Boundary            |  | Existing Boulevard                     |
|  | Central City Gateway               |  | Proposed Boulevard                     |
|  | District Gateway                   |  | Proposed Front Ave. Improvements       |
|  | Pedestrianway                      |  | Existing Park/ Open Space/ Greenway    |
|  | Existing Transit Corridor          |  | Proposed Park/ Open Space/ Greenway    |
|  | Proposed Transit Corridor          |  | Tanner Creek River Basin               |
|  | Existing MAX Light Rail            |  | Housing Target Area                    |
|  | Major Attraction                   |  | Chinatown                              |
|  | Focal Point                        |  | Existing Historic District             |
|  | Proposed Central City Streetcar    |  | Encroachment Into Right-of-Way Allowed |
|  | Potential Cruise Ship Docking Site |  | Viewpoint                              |

## River District URBAN DESIGN PLAN

Portland Bureau of Planning

MARCH 1995



Scale 0' 300' 600'

## Policy 17 Action Chart: River District

#	Actions	Time				Implementors	Index to Action Details
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs		
	<b>PROJECTS</b>						
RD 1	<b>For the overall River District area develop 5,500 ± new housing units as well as community support facilities, services, and amenities that encourage stable neighborhoods and a diverse population.</b> Of these new units develop 1,200 ± units in the Pearl District area, 3,000 ± units in the Tanner Basin waterfront area, 600 ± units in the Union Station/Old Town area, and 700 ± units in the Terminal One area. These four “action” areas are illustrated on pages 26-35 of the River District Development Plan.				X	PDC, PVT, Port, other public, non-profit orgs.	
RD 2	<b>Redevelop the Port of Portland Terminal One property to create a residential community of 700 ± housing units</b> with supportive office/commercial space that will be directly on the riverfront, anchoring the north end of the River District.				X	Port, PVT	
RD 3	<b>Redevelop the south parcel of the Union Station property to create a residential community of 600 ± housing units</b> with other related improvements.			X		PDC, PVT, other	
RD 4	<b>Negotiate with the owners for a relocation plan for the waterfront Centennial Mill plant</b> in order to acquire their property for the development of the Tanner Creek Basin which will provide the district’s focal point with access to and from the waterfront as well as linking the outfall of the combined sewer overflow abatement of Tanner Creek.			X		Port	
RD 5	<b>Negotiate agreements and acquire or trade properties to gain critical property locations for public open space and development within the River District.</b> Such property includes the Willamette River waterfront property between Centennial and Albers Mills, pedestrian access ways through McCormick Pier apartments, and Tanner Creek Park and Basin properties.			X		PDC	
RD 6	<b>Prepare a master plan that incorporates the open space recreational needs of the residential population plus a street tree and landscape plan that will unify the district as a whole.</b>			X		Parks	
RD 7	<b>Develop the waterfront park area as public open space to serve the community and integrate and complete the Willamette Greenway trail</b> for the full length of the River District Willamette River waterfront.				X	Parks, PDC, PVT	
RD 8	<b>Integrate the design of Tanner Creek Park and Tanner Creek Basin with the combined sewer overflow project</b> to realize economies by separating clean runoff from other water requiring treatment and using the clean water to “daylight” Tanner Creek to flow north through Tanner Creek Park and into a wide basin extending under Front Avenue and the railroad tracks, thereby reestablishing a historical relationship and contributing an elegant water feature for the district. This design will create important pedestrian access between the heart of the River District and the riverfront, where there will be significant public space abutting the Willamette.			X		BES, Parks	
RD 9	<b>Negotiate acquisition of the Post Office building and extend the North Park Blocks</b> to link to NW Lovejoy, NW 9th, and Tanner Creek Park and Basin, which provides pedestrian connections to the Willamette waterfront public open spaces.				X	Parks, PDC	

#	Actions	Time				Implementors	Index to Action Details
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs		
RD 10	<b>Redevelop the north parcel of the Union Station property to develop the Oregon Agricultural Marketing Center in cooperation with Oregon State University and the Oregon Department of Agriculture</b> which will create additional demand for Oregon's agri-business products and provide new employment in the River District			X		PDC, OSU	
RD 11	<b>Reconstruct the Lovejoy viaduct and 10th Avenue ramps to grade</b> to remove a development barrier to the north in order to create a "main street" of retail at street level with residential occupying the upper levels. Lovejoy will operate at grade from 14th Avenue to 9th Avenue, at which point a new ramp to the Broadway Bridge will be constructed.			X		PDOT	
RD 12	<b>Design/engineer/undertake Front Avenue improvements</b> including sidewalks, street trees, street lighting, and other amenities which include addressing intersections, crossings and pedestrian accessways through McCormick Pier Apartments to support residential development on the Union Station property and convenient pedestrian access between the river, the greenway path and the Union Station residential.			X		PDOT, PDC	
RD 13	<b>Prepare preliminary designs and seek approval from the Oregon Public Utilities Commission to install necessary and appropriate railroad crossings</b> in the River District to facilitate pedestrian and vehicular access and movement. The River District Development Plan calls for the extension of 3rd Avenue to Front and incorporating it with the existing Front Avenue crossing, reconfiguring the 14th Avenue crossing and constructing a new crossing at 19th while closing the 17th Avenue crossing. Consideration will be given to grade separating the Front Avenue crossings.			X		PDOT, PDC	
RD 14	<b>Construct 11th Avenue between Hoyt and Lovejoy</b> and other street alignments as exhibited by the River District Development Plan.			X		PDOT, LID	
RD 15	<b>Commence preliminary design/engineering for the Central City Streetcar</b> based on the adopted alignment set forth in Resolution No. 35231. Utilizing budgeted funds from HUD and the City, the focus will be on the portion of the alignment running from NW 23rd through the River District to Portland State University and to continue other planning.			X		PDOT	
RD 16	<b>Implement the River Access Transportation (RAT) project,</b> including a water taxi system, Steel Bridge lighting and the Oregon Boardwalk Pedestrian Way. Connect the pedestrian way to Overlook Park on the Willamette River and make it consistent with the Eastbank Park Master Plan.			X		PDOT	
RD 17	<b>Implement the Old Town night life street lighting project.</b>			X		PDOT, PDC	
RD 18	<b>Implement the Old Town building lighting enhancement rebate project.</b>			X		APP, PGE, PDC, property owners	
RD 19	<b>Consider a special street lighting hierarchy system for the River District</b> to be designed and engineered to accommodate the different needs of the vehicular and pedestrian environments of the street right-of-way and to contribute to the special identity of the district.			X		PDOT	

#	Actions	Time				Implementors	Index to Action Details
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs		
RD 20	<b>Evaluate the desirability and feasibility of establishing a cruise ship docking facility</b> in the vicinity of the Tanner Basin riverfront or the Terminal One waterfront.			X		Port	
RD 21	<b>Develop the Chinese classical garden</b>			X		CCGS, PDC	
RD 22	<b>Develop public attractions such as a butterfly, aviary, botanical conservatory, railroad museum and/or an aquarium.</b>				X	PVT	
RD 23	<b>Renovate Union Station and create a public plaza in front of the station.</b>			X		PDC	
RD 24	<b>Develop structured parking to accommodate the conservatory, the Oregon Agricultural Marketing Center, Union Station,</b> and uses that allow public acquisition of their surface parking area for public benefit/use and open space development in exchange for accommodating their necessary parking need with a convenient and land use efficient parking structure.				X	PDC	
RD 25	<b>Incorporate new office/commercial development on Union Station blocks U &amp; R</b>				X	PDC PVT	
RD 26	<b>Incorporate new office/commercial development on Pacific Square Block 16.</b>			X		PVT	
RD 27	<b>Seize an opportunity for River District that embraces the proposed 2005 bicentennial Lewis &amp; Clark exposition</b> by providing the district as a centerpiece of interest and activity celebrating the reason for and origin of Portland - the Willamette River.				X	OHS PVT	
RD 28	<b>Manage the overall implementation of the development process</b> over the development life of the River District Development Plan, and insure follow through on the responsibilities and actions to be taken by both public and private entities in order to achieve the full potential of the River District Development Plan vision.		X			Council, RDSC	
RD 29	<b>Implement a River District housing strategy</b> and program that meets diverse needs and which will offer a range of housing for higher, middle, moderate, low and very low income households; array these housing patterns in a manner that precludes isolating these groups; aspire to design excellence respecting the historical context and physical setting which generates a responsive market; offer variety in the type and density of housing; contribute to an urban environment that is both interesting and secure; establish specific targets to reflect the diversity of the City of Portland as a whole, and develop a range of affordability goals as part of a housing implementation strategy. Review and monitor these goals against actual development at least annually and adjust these goals in accordance with the changing housing market, funding opportunities, and policy amendments.		X			City Council PDC HAP PVT Other hsg. agencies & organiz	



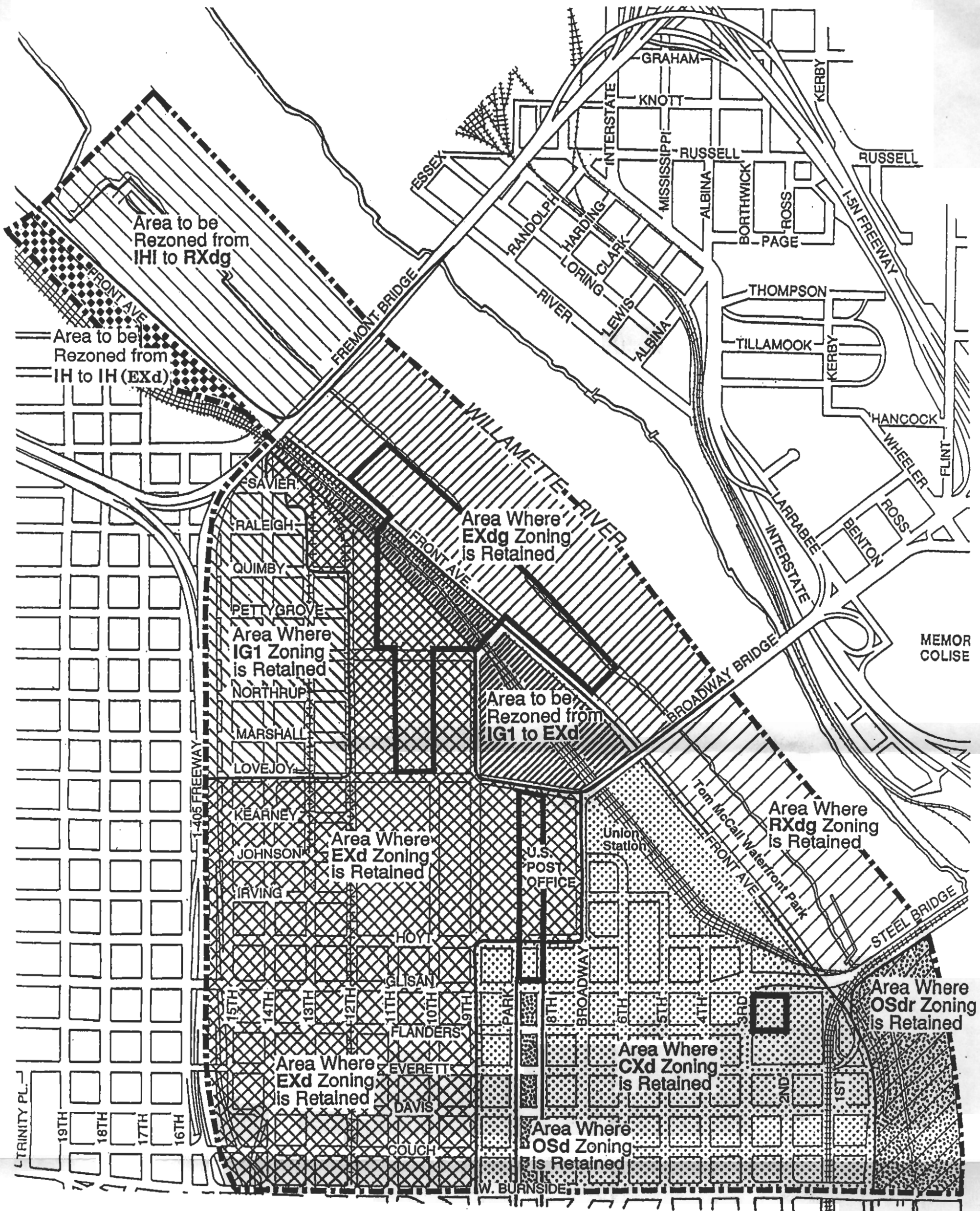
#	Actions	Time				Implementors	Index to Action Details
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs		
	<b>PROGRAMS</b>						
RD 30	<p><b>Organize and lead a development program that encourages the participation of private development for the fulfillment of the River District Development Plan.</b>  Responsibilities include: exchanging and acquiring property; seeking private development proposals; assisting with approvals for partial property tax abatement and other public subsidy programs; assisting with permits and land use approvals; negotiating development agreements with property owners; coordinating the phasing of private development with public improvements; preparing project budgets and schedules and submitting funding requests to funding authorities; and other facilitating activities necessary to realize the uses at the densities envisioned in the development plan.</p>		X			PDC, BOP	
RD 31	<p><b>Organize and lead a transportation improvements program to support the development of River District</b> and to coordinate the design and construction of such improvements to insure that their completion is phased to coincide with private development. Responsibilities include: facilitating the formation of local improvement districts for street construction and right-of-way improvements; design engineering and construction of all improvements in public rights-of-way, including streets, sidewalks, street trees, street lighting and other amenities that enrich the public right-of-way; preliminary design and engineering for the Central City Streetcar; design engineering of pedestrian accessways; applying for Oregon Public Utility Commission approvals for necessary and appropriate pedestrian and vehicular railroad crossings; coordinating, managing and locating parking, service and loading areas in a manner that minimizes traffic movements and pedestrian conflict; and developing a comprehensive circulation system for pedestrians, bicyclists, motorists, river access transit and surface transit services that provide linkages within and strengthen connections beyond the River District.</p>		X			PDOT PDC	
RD 32	<p><b>Consider whether adjustments in the Central City Plan District's provisions are applicable</b> and if revisions should be made when the process of dedicating streets and open space is completed. Provisions which should be considered are FAR, the Northwest Triangle Open Area requirements, and Northwest Triangle Waterfront Development Requirements. Additional provisions which should be considered for potential revision include: heights, building lines, required retail opportunity areas, and super block requirements.</p>		X			BOP	

#	Actions	Time				Implementors	Index to Action Details
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs		
RD 33	<b>Coordinate and prepare applications to the federal government for federal funding assistance of infrastructure projects</b> that will stimulate the fulfillment of the River District Development Plan. Immediate objectives are to obtain federal agency and congressional approval of funding agreements with an initial appropriation in the FY 1996 federal budget to support one or more of the following priority projects: design and construct the River District Tanner Basin and Park between NW Lovejoy and the Willamette River; final engineering and construction of the Central City Streetcar from NW 23rd to Portland State University; design and engineer the reconstruction of Lovejoy at grade from NW 14th to NW 9th with a new ramp to the Broadway Bridge and reconstruct NW 10th at grade between NW Hoyt and Lovejoy Streets.		X			Office Gov. Relations, PDOT, PDC, BES, Parks	
RD 34	<b>Ensure that necessary social services and facilities are available as needed and are integrated into the River District</b> in a manner that is visually and functionally compatible with the district plan, relevant to the needs of those being served, and consistent with the City and Multnomah County's coordinated housing and social service plans, including the fair housing strategies (adopted 12/17/93), the restructured system of housing and services for homeless adults in downtown Portland (adopted 12/30/93) and the Comprehensive Housing Affordability Strategy (adopted 11/14/91).		X			Mult. Co, HCDC	
<b>REGULATIONS</b>							
RD 35	<b>Expand boundary of Central City Plan to include the southern portal of Terminal One and the property that is west, between Terminal One and the railroad line west of Front Avenue</b>	X				BOP	
RD 36	<b>Rezzone the above Terminal One property from IHi to RXdg and the above westerly property from IH to a Comprehensive Plan designation of IH(EXd)</b>	X				BOP	
RD 37	<b>Rezzone area in district to match the Com-prehensive Plan designation - IG1(EXd) to EXd.</b>	X				BOP	
RD 38	<b>Extend the required housing areas to match the River District housing target areas.</b>	X				BOP	








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**ABBREVIATIONS FOR ACTION CHART IMPLEMENTORS**

- APP Association for Portland Progress
- BES Bureau of Environmental Services
- BOP Portland Bureau of Planning
- CCGS Classical Chinese Garden Society
- HCDC Housing & Community Development Commission
- LID PDOT/Local Improvement District
- Mult.Co/CFSD Multnomah County Community and Family Services
- OHS Oregon Historical Society
- OSU Oregon State University
- Parks Portland Bureau of Parks
- PDC Portland Development Commission
- PDOT Portland Department of Transportation
- PGE Portland General Electric Company
- Port Port of Portland
- PVT Private sector (including businesses, developers and property owners)
- RDSC River District Steering Committee



**Areas Where Present Zoning is to be RETAINED:**

-  CXd Zoning
-  IG1 Zoning
-  RXdg Zoning
-  EXd Zoning
-  EXdg Zoning
-  OSd Zoning
-  OSdr Zoning

**Areas Where Present Zoning is to be REZONED:**

-  Area to be REZONED from IH1 to RXdg
-  Area to be REZONED from IH to IH (EXd)
-  Area to be REZONED from IG1 to EXd

**SYMBOLS:**

-  Future Open Space Development
-  River District Boundary

## River District REZONING PROPOSAL

Portland Bureau of Planning

MARCH 1995



Scale 0' 300' 600'



# Amendments to the Central City Plan

## Vision

### A Vision of the Central City in the Future

*"I pray you, let us satisfy our eyes  
with the memorials and the things of fame  
that do renown this city."*

William Shakespeare, "The Twelfth Night"

The City is the legacy we leave for the future. Each generation makes its contribution. This Central City Plan is today's attempt to define and refine our legacy to Portland. Our dream of how our City should be and could be for the next generation is presented in this Plan. Such a plan is a statement of confidence, optimism and belief in ourselves, a statement that our City can change and become a better place.

This Vision sets forth the aspirations of this planning effort. In the future, the Vision will be used when the Plan is amended or interpreted to ensure that the values it embodies are not lost. The vision statement is in the present tense, as if we were speaking of the City today. While our vision is to continue many aspects of today's City, the vision should be read as describing the City we wish Portland to become in the next 20 years.

#### **We Envision, the Central City as the region's economic center, . . .**

The Central City remains the heart of the metropolitan area economy and the largest and most vital employment center in the region. A wide diversity of activities flourish and provide employment opportunities. Here is found a regional center for administration, finance, professional services, education and government activities. The area houses a strong retail center that offers the most diverse range of goods and services in the State.

Industrial uses have a strong presence in the Central City. Oregon's largest concentration of incubator industries is found here. They are supported by a centralized warehousing and distribution base and manufacturing activities benefiting from a centralized location. The Willamette River remains a working river, linking Portland with river traffic from the Willamette and Columbia River basins.

A major center of culture and education, the Central City, through Portland State University and other learning facilities, provides training needed by its citizens for success and personal enrichment. The Central City houses one-of-a-kind cultural, entertainment and ceremonial facilities and hosts many exciting celebrations and events. Here we are only a short walk from work, classes, dining, music, theater and home. This closeness reinforces the tie between the Central City's economy and a large residential community. People live here because they enjoy being in the midst of the glitter and the excitement of Oregon's urban center.

### **and its transportation hub, . . .**

A diverse transportation system serves and supports Central City growth but does not dominate the environment of the area. A regional light rail system extends radially to link surrounding neighborhoods and communities together with and through the Central City. Driving to and within the area is pleasant, and parking is available for those needing to travel by car. Vintage trolley lines and water taxis link cultural, historical, educational and recreational attractions together with retail areas within and outside the core. Walking and bicycling are pleasurable means of travel on attractive, convenient and safe routes which unite the Central City with adjacent neighborhoods. Residential communities within and near the Central City are protected from the noise and congestion of through traffic.

### **with an exhilarating environment, . . .**

Throughout the Central City, buildings use natural materials and maintain a human scale. Structures and places of historical or architectural significance are surrounded by new compatible development. The City's skyline has grown. Following major transit corridors, a procession of distinctive towers have added to Portland's architectural heritage. Engaging architecture abounds in lower intensity areas where designers have carefully reinforced the special identity and character of the Central City's many distinct Districts.

The Central City is a vital, exciting and active place which operates 24 hours a day. Its retail area sidewalks are lined with shops and are full of people. Office buildings and residential towers glitter amongst parks, plazas and streets lined with stately trees. Light rail lines and electric trolley buses quietly glide down its streets transporting workers, shoppers and visitors. Walks, gateways and parks are rich with public art.

Trees line walks and major transportation corridors, providing shade and habitat and reinforcing a Central City network of green spaces. Open spaces offering an opportunity for rest and quiet are found throughout the Central City. Streets, sidewalks, trails, plazas and parks are free of litter, well-maintained and richly planted. The natural setting of the Central City is accentuated with buildings, open spaces and streets which blend with the Tualatin Hills, the Cascades, and river vistas to create a dramatic backdrop for an attractive and memorable place.

### **that focuses on the Willamette River, . . .**

The air is fresh and the Willamette River is clean, inviting and accessible from both banks. Urban in nature, the river front is lined with a mixture of activities and open spaces. ~~New buildings focus on the Willamette taking advantage of views of the waterfront's natural beauty and riverfront activities. Building heights step down to the river, preserving and enhancing views to and from the water.~~ The Willamette River services a world seaport and the community embraces it with respect. The Willamette is a treasure that new development focuses on, honoring and celebrating Portland's genesis. The river provides pleasure, passage and profit, nourishing the City's growth and enjoyability. Building heights step down to the river preserving and enhancing views to and from the water, taking advantage of the river front's natural beauty. Access to the riverbank and the water's surface is available at frequent intervals. Along both sides of the Willamette public attractions offer cultural, educational and social opportunities to enjoy the City and the River. The water taxi system connects waterfront activities and attractions.

The Greenway Trail runs along the banks of the Willamette. This river trail loop ties the Central City to a larger system of walks that lead to surrounding districts and neighborhoods. These walkways also link a network of parks and open spaces which provide settings for wildlife and human activity.

**a good place to live, . . .**

A wide choice of housing types and prices is available for a diversity of urban lifestyles and incomes. Residential development is clustered in neighborhoods where the needs of the residents for support goods and services, including social services and education, can be met. Opportunities for socializing, recreation, quiet and solitude are all close at hand, as are facilities and events which enrich the mind and spirit.

**a city that cares, . . .**

Social and health services are available and provide dignified care to dependent populations. The community offers training and support for those able to become more independent.

**where we work together.**

The public and private sectors work together pursuing the continued strengthening and growth of Portland's economy, diverse employment base, and cultural and educational activities. City government is open and accessible. It provides leadership in promoting and implementing public policy. Government is willing and able to respond quickly, creatively, and efficiently to provide innovative ways of meeting the challenges facing the community. The private sector and educational institutions participate in the success of government by actively helping in decision-making and adding their talent and understanding to help solve community problems.

Regulations, laws, and policies are interpreted and enforced equitably and justly. The Central City is a place which feels and is safe for all its citizens. Cultural and ethnic diversity is celebrated, and personal freedom is cherished and protected. Business supports the cultural and educational life of the City. Government encourages business, civic and neighborhood organizations to participate in decision-making and in helping it honestly evaluate its successes and failures.

**Above all, we envision a livable city !**



## Policy 1: ECONOMIC DEVELOPMENT

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**Build upon the Central City as the economic heart of the Columbia Basin, and guide its growth to further the City's prosperity and livability.**

FURTHER:

- A. Foster the development of at least ~~50,000~~ 75,000 additional new jobs in the Central City by the year 2010.  
(Amended in support of Portland Future Focus, University District Plan and River District Plan)
- B. Enhance the Central City's dominance in finance, government, professional services, culture, entertainment, and as a business headquarters location.
- C. Strengthen the Central City's role as a retail center, tourist attraction, and center for diverse educational programs.
- D. Support and maintain manufacturing and distribution as significant components in the Central City economy.
- E. Capture the opportunities for new jobs and investment created by the new Oregon Convention Center.
- F. Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.
- G. Build on and market the Central City's livability as a central component of Portland's economic development strategies.
- H. Recognize the role PSU plays in enhancing the Central City's economy. Work with PSU to develop an advanced technology focus within the Central City.  
(Amended in support of the University District Plan)
- I. Fulfill the vision of the River District development plan which identifies a projected investment of \$150 million in infrastructure to generate \$750 million of development, including approximately 5,500 housing units, 1.5 million square feet of office space, and 500,000 square feet of retail facilities, which will contribute to the economic vitality, diversity, and livability of the Central City.  
(Amended in support of the River District Plan)

**Amend Action Chart item ED1 as follows:**

~~Establish a World's Fair committee to develop a specific fair proposal. Seize a unique economic development opportunity for the Central City by embracing and facilitating the proposed 2005 Lewis and Clark bicentennial.~~  
(Amended in support of the River District Plan)

**Add ED1 action detail as follows:**

**Seize an Opportunity - the 2005 Lewis and Clark Bicentennial.**

In 2005 “a once in a lifetime” celebration may happen in Portland. It is well known that the 1905 Lewis and Clark Exposition is recognized as Oregon’s biggest social event in its history. This event was responsible for bringing new industries, businesses, and citizens to our city. The Exposition contributed markedly to the development of Portland. It was a tremendous success - a very proud moment!

As it did nearly 100 years ago, the Oregon Historical Society (OHS) wants to initiate, now, the planning of another such celebration that again will place Portland and Oregon as a focal point for activity within the Pacific Rim - a Lewis and Clark bicentennial exposition.

The Oregon Historical Society has proposed a world scale event to mark the 200th anniversary of Thomas Jefferson’s and Lewis and Clark’s epochal expedition of discovery. The bicentennial would be an unprecedented event unlike the typical World’s Fair of a few months. Instead it may last a year, engaging more attention and focus to Portland. Some potential themes are:

- Recapturing the Jeffersonian mind of the Enlightenment and bringing to Oregon the greatest minds, practitioners, and artists in the many realms of human endeavor who will inspire Oregonians to think boldly and with vision on our next century;
- Establishing Oregon as the entrepreneurial, creative, intellectual and artistic center of the world for a brief time in 2005;
- Reclaiming the goals of the Lewis and Clark mission (or Corps of Discovery as it was called), which were the acquisition and application of scientific knowledge as well as meeting, in “Peace and Friendship,” the indigenous peoples of the region;
- Sharing our knowledge and experience in planning our state and its communities with peers from around the world and taking the opportunity to gain from them their own perspectives on how best to continue our progress;
- Engaging all sectors of the Oregon community - individuals and organizations from business to government and education to culture - in collaborative adventures within Oregon and with partners worldwide;
- Presenting thousands of performances, public gatherings, classes, meetings, exhibitions, and events in the facilities we already or will soon have, thus employing the region’s own infrastructure and the metropolitan area itself as the “grounds” for our 2005 extravaganza”.

The 2005 bicentennial is a significant opportunity for the Central City. By participating as the centerpiece for a world-class celebration, the public benefit will be enormous in terms of interest, activity, and economic viability.

**Amend Action Chart item ED8 as follows:**

- ED8 Foster theme districts within the Central City: Chinatown, University District, Pearl District, all historic Districts, Russell Street, and East Portland.  
(Amended in support of the University District Plan and the River District Plan)

**Add Action Chart project items as follows:**

ED14 Create a coordinated program with PSU and Oregon Health Sciences University (OHSU) which transfers new technology to economic development projects.  
(Amended in support of the University District Plan)

ED15 Create a Research and Development focus within the University District which supports government and incubator business development.  
(Amended in support of the University District Plan)

ED16 Redevelop the north parcel of the Union Station property to develop the Oregon Agricultural Marketing Center in cooperation with Oregon State University and the Oregon Department of Agriculture. This will create additional demand for Oregon's agribusiness products and provide new employment in the River District.  
(Amended in support of the River District Plan)

ED17 Develop public attractions such as an aquarium, butterfly, aviary, and/or botanical conservatory.  
(Amended in support of the River District Plan)

ED18 Evaluate the desirability, feasibility, and economic benefits of establishing a cruise ship docking facility in the vicinity of the Tanner Basin river front or at Terminal One.  
(Amended in support of the River District Plan)

**Amend the Economic Development map as follows:**

- Show the location of the University District.  
(Amended in support of the University District Plan)
- Remove vintage trolley title and alignment and replace with Central City streetcar and its alignment.  
(Amended in support of the University District Plan and the River District Plan)
- Extend boundary to include Terminal One property.  
(Amended in support of the River District Plan)
- Remove transit mall extension symbol and show as transit corridor.  
(Amended in support of the River District Plan)
- Revise locations of attractions to include Tanner Creek Park, Tanner Basin, conservatory, Chinese garden, etc. and remove from the Oregon Agricultural Marketing Center Site.  
(Amended in support of the River District Plan)
- Revise water taxi stops.  
(Amended in support of the River District Plan)
- Amend existing historic/conservation districts to include Russell Street Historic District and East Portland/Grand Avenue Historic District.  
(Amended in support of the River District Plan)
- Strike NW Triangle as a possible multiple resource nomination.  
(Amended in support of the River District Plan)

## Policy 2: THE WILLAMETTE RIVERFRONT

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**Enhance the Willamette River as the focal point for views, public activities, and development which knits the city together.**

FURTHER:

- A. Recapture the east bank of the Willamette Riverfront between the Marquam and Steel Bridges by expanding and enhancing the space available for non-vehicular uses.
- B. Locate a wide range of affordable and attractive public activities and attractions along the riverbank and create frequent pedestrian access to the water's edge.
- C. Encourage a mixture of land uses along the river, while protecting opportunities for water-dependent uses, especially north of the Broadway Bridge.
- D. Maintain and improve public views to and from the river.
- E. Improve the Central City's bridges for pedestrians and bicyclists and enhance the bridges' role as connections between the two sides of the Willamette.
- F. Encourage development of facilities that provide access to and from the water's surface throughout the Central City.
- G. Foster opportunities for touching and entering the Willamette River.
- H. Honor and celebrate the Willamette River for its importance to Portland. Promote development that creates a positive relationship with the urban river environment by insuring that development integrates with the river front in a manner that respects and enhances its significance.  
(Amended in support of the River District Plan)

**Amend and update Willamette riverfront map as follows:**

- Delineate proposed parks and open space areas as shown by the River District Development Plan.  
(Amended in support of the River District Plan)
- Amend pedestrian connections as shown by the River District Development Plan.  
(Amended in support of the River District Plan)
- Amend water taxi stops and routes as shown by the River District Development Plan.  
(Amended in support of the River District Plan)
- Add possible locations for a cruise ship docking facility.  
(Amended in support of the River District Plan)
- Adjust possible locations for river-oriented attractions.  
(Amended in support of the River District Plan)
- Adjust locations of possible water features.  
(Amended in support of the River District Plan)
- Extend Central City boundary to include Terminal One property.  
(Amended in support of the River District Plan)
- Remove public attraction symbol from the Agricultural Marketing Center site.  
(Amended in support of the River District Plan)



## Policy 3: HOUSING

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**Maintain the Central City's status as Oregon's principal high density housing area by keeping housing production in pace with new job creation.**

FURTHER:

- A. Promote the construction of at least ~~5,000~~ 15,000 new housing units in the Central City by the year 2010.  
(Amended in support of Portland Future Focus, University District Plan and River District Plan)
- B. Preserve and encourage rehabilitation of existing housing.
- C. ~~Encourage the development of housing in a wide range of types and prices and rent levels.~~ Encourage the development of housing to meet diverse needs by encouraging a range of housing types, prices, and rent levels. Avoid isolating higher, middle, moderate, low and very low income households.  
(Amended in support of the River District Plan)
- D. ~~Foster the growth of housing to help reinforce the Central City as a lively urban areas, especially during evenings.~~ Foster housing development as a key component of a viable urban environment. Encourage a mix of rental and owner-occupied housing that accommodates the variety of households and families attracted to a Central City lifestyle. Include affordable housing in this mix.  
(Amended in support of the River District Plan)
- E. Secure greater regional participation in addressing the housing needs of the homeless, low-income and other special needs populations.
- F. Where residential development is required, assure that when development of the housing is deferred to the future the housing site is designated and zoned residential.
- G. House at least 15 percent of PSU students in university housing. Locate university housing within the District or within walking or bicycling distance of the District, or at a location with a direct transit connection to the District.  
(Amended in support of the University District Plan)
- H. Facilitate housing ownership in order to foster a vested interest and "stewardship" in the Central City by residents.  
(Amended in support of the River District Plan)

**Amend Action Chart item H7 as follows:**

- H7 ~~Encourage the State Board of Higher Education private non-profit and for-profit housing developers to build student housing on~~ in and near the Portland State University-Campus District.  
(Amended in support of the University District Plan)

**Add Action Chart program items as follows:**

H11 Develop a comprehensive Central City housing strategy that consolidates, coordinates, and establishes incentives/implementation systems to insure that housing is developed to fulfill the residential density and diversity objectives of the Central City Plan.  
(Amended in support of the River District Plan)

**Add Action Chart regulation item as follows:**

H12 Allowance of some marine related activities (i.e.: cruise ship docking) to locate at Terminal One which will be rezoned and redeveloped for housing.  
(Amended in support of the River District Plan, Bureau of Planning implementing agency, Timing: Adopt with Plan)

**Note completed Action Chart items:**

H2 Central City housing tax abatement  
H3 Year-round shelter for the homeless

**Amend the Housing map as follows:**

- Show the mapping of the RX zone within the District, eliminating the zone from most sites between Broadway and 11th Avenue; retaining the RX zone on the sites of Ione Plaza and Park Plaza; and changing the zoning to RX on the blocks between 4th and 5th Avenues from Clay Street to Jackson Street and between Jackson Street and College Street between 5th Avenue and Broadway.  
(Amended in support of the University District Plan)
- Extend the Central City Plan boundary to include the Terminal One site.  
(Amended in support of the River District Plan)
- Show the Terminal One site as a Central Residential (RX) zone with a minimum housing density of 20 units per net acre.  
(Amended in support of the River District Plan)
- Redefine, based on River District housing emphasis, housing target areas and required housing areas.  
(Amended in support of the River District Plan)
- Possible removal from the map the "concentration of existing SRO housing areas."  
(Amended in support of the River District Plan)

## Policy 4: TRANSPORTATION

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**Improve the Central City's accessibility to the rest of the region and its ability to accommodate growth, by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability.**

### FURTHER:

- A. Develop the Central City as the region's transportation hub through construction of a regional light rail transit system.
- B. Work with Tri-Met and other metropolitan area jurisdictions to locate and obtain funding to complete the regional light rail transit system.
- C. Support transportation facility improvements that improve the flow of traffic to, within and through the Central City.
- D. Recognize that parking is an important element in the transportation system which supports growth and ensure that each district has adequate parking while improving air quality and traffic flow.
- E. Encourage the use of bicycles and other alternative modes of transportation for general access into and within the Central City by improving the pleasure and safety of the transportation system.
- F. Create safe and secure pedestrian and bicycle access and bicycle parking within the Central City. Separate bikeways and pedestrian ways wherever it is both practical and possible, especially in parks and open space.  
(Amended in support of the University District Plan)
- G. Protect residential neighborhoods from auto and truck through-traffic.
- H. Develop new systems and better utilize the existing transportation system to promote tourism by connecting the City's hotel, retailing, recreational, cultural and entertainment attractions.
- I. Improve the movement of goods to, from and within the Central City.
- J. Develop an integrated transportation system where each mode, and the system as a whole, is both efficient and practical.
- K. Preserve access for all transportation modes on rights-of-way that lead directly to and from bridges.
- L. Establish a LRT station and transit center within the University District. Provide for convenient transfers between LRT, bus and Central City Streetcar systems.  
(Amended in support of the University District Plan)
- M. Manage on-street and off-street parking to foster economic growth and an active pedestrian environment while reducing per capita vehicle miles traveled, encouraging the use of transit, carpooling, walking and bicycling, and improving air quality.  
(Amended in support of the University District Plan)

### Note completed Action Chart items:

- |     |   |
|-----|---|
| T1  | Eastbank Freeway engineering study completed          |
| T2  | Construct west side light rail under way              |
| T14 | Central City parking strategy CCTMP, pending adoption |

## **Amend the Transportation map as follows :**

- Revise the transit alignments to reflect potential routes for the South connection as well as the Barbur Boulevard LRT line.  
**(Amended in support of the University District Plan)**
- Revise the possible route shown for the Vintage Trolley to reflect the current proposal for the Central City Streetcar.  
**(Amended in support of the University District Plan)**
- Revise the depiction of transit corridor to reflect construction of the west side LRT line.  
**(Amended in support of the University District Plan)**
- Show the transit mall extension complete.  
**(Amended in support of the River District Plan)**
- Revise the possible route shown for the vintage trolley to reflect the current proposal for Central City Streetcar from NW Portland through the N. Macadam district.  
**(Amended in support of the River District Plan)**
- Update the existing and proposed transit corridors.  
**(Amended in support of the River District Plan)**
- Extend the Central City boundary to include Terminal One property.  
**(Amended in support of the River District Plan)**

## Policy 5: HUMAN SERVICES

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**Provide social and health services for special needs populations, and assist dependent individuals to become more independent.**

FURTHER:

- A. Create opportunities for job training and employment.
- B. Ensure that those in the greatest need receive aid and that it is given in a dignified and caring manner.
- C. Reduce conflict between members of special needs populations and other residents, workers and visitors to the Central City.
- D. Protect and preserve the City's single room occupancy (SRO) housing resource.
- E. ~~Encourage agreements concerning the location and density of social service facilities and the populations they serve in the Central City.~~ Implement Portland's Strategy for Fair Housing. Consider the strategy when siting social service facilities in the Central City.  
(Amended in support of the River District Plan)
- F. Support efforts to coordinate the delivery of social services, and actively support provision of community-based care and other innovative models of service provision.
- G. Improve the programs and opportunities at PSU for senior citizens to study and participate in the University District community.  
(Amended in support of the University District Plan)
- H. Ensure that necessary social services and facilities are available as needed and are integrated into the Central City in a manner that is consistent with the City of Portland and Multnomah County's coordinated housing and social service plans.  
(Amended in support of the River District Plan)

**Amend Action Chart items as follows:**

- HS1 ~~Obtain increased State funding for human service programs.~~ Advocate for increased state funding for human service programs.  
(Amended in support of the River District Plan, City of Portland and Multnomah County implementing agencies)
- HS2 ~~Encourage county-wide and region-wide~~ county and region recognition and participation in efforts to address the problems of homeless and low income people.  
(Amended in support of the River District Plan, Multnomah County Community Action Commission [CAC] and the Housing and Community Development Commission [HCDC] implementing agencies)
- HS4 ~~Develop a plan for the location of public restroom facilities such as pisseoirs.~~ Provide supervised sanitary restrooms and clean-up facilities for homeless persons.  
(Amended in support of the River District Plan, Multnomah County, CAPO and BHCD implementing agencies)

HS5 ~~Conduct a study to develop a city-wide plan that will guide the siting and expansion of social service facilities which directly provide food, temporary shelter, clothing or medical or counseling services.~~ Complete implementation of the shelter reconfiguration plan and develop a comparable plan for displaced youth in the city center.  
(Amended in support of the River District Plan)

**Amend HS5 Action Item detail as follows:**

Elements of the shelter reconfiguration plan include:  
(Amended in support of the River District Plan)

- Downsizing the two publicly supported mass shelters for homeless single adults (Glisan Street Shelter and Recovery Inn).
- Developing a facility for the homeless mentally ill and a facility for homeless women.
- Expanding the number of transitional housing units for homeless single adults.
- Shifting the services system's focus from emergency shelter to housing placement.

Although implementation is underway, it is important that the City and County monitor the impact of the implementation efforts on homeless persons and the community-at-large.

HS7 ~~Study and make recommendations on the transitional employment needs of special needs populations.~~ Evaluate existing employment programs and create more employment opportunities for special needs populations. (APP, Multnomah County, CAPO, and BHCD implementing agencies)  
(Amended in support of the River District Plan)

HS8 ~~Establish additional health clinics offering care and prevention programs to teenagers, indigents, the homeless and prostitutes.~~ Assess the capacity of the Oregon Health Plan to provide health care for low-income persons.  
(Amended in support of the River District Plan)

HS9 ~~Establish a youth center offering recreational programs, health care, counseling and job placement services.~~ Develop a housing and service plan for displaced youth in the city center. (Mult. Co/CFSD, CAPO, and BHCD implementing agencies)  
(Amended in support of the River District Plan)

**Amend HS9 Action Item detail as follows:**

~~The Metropolitan Youth Commission recommends that the location of the youth center be near the Transit Mall and retail center. It will offer opportunities for socializing and provide a legitimate and safe gathering place for Portland youth. The success of such a center requires that it be a place run and staffed primarily by teens with adult supervision.~~ Assess the housing and service needs of displaced youth in the city center and prepare a plan to

address those needs. The plan should include recommendations for coordination and possible consolidation of existing youth programs.”

- HS11 ~~Establish a centralized human services information center.~~ Establish a management information system to track individuals through our community service system. (Multnomah County, CAPO, and BHCD implementing agencies)  
(Amended in support of the River District Plan)

**Amend HS11 Action Item detail as follows:**

~~Such a center can quickly refer individuals and families to the sources of aid which are best able to meet their needs. The center will have a phone number staffed on a 24-hour basis. Social service agencies, churches, transportation centers and police stations can allow free calls to this number. A management information system is necessary to evaluate the effectiveness of our community’s housing and service system. Once operational, the system can track individuals and determine the effectiveness of helping individuals obtain and retain permanent housing.~~

**Delete Action Chart items as follows:**

- HS12 ~~Expand jobs programs for the chronically unemployed to do community service tasks.~~ (this content is included in HS7)  
(Amended in support of the River District Plan)
- HS14 ~~Provide attendants in public restroom facilities.~~ (this content is included in HS 4)  
(Amended in support of the River District Plan)

**Note completed Action Chart items:**

- HS3 Determine how human services can best assist those in greatest distress. Completed with respect to homeless persons. This has been done in the context of the shelter reconfiguration plan implementation strategy.
- HS6 Create a community center for special needs population.

**Amend the Human Services map:**

- Eliminate the human service concentration to be studied designation from the map.  
(Amended in support of the University District Plan)
- Amend the boundary to include Terminal One.  
(Amended in support of the River District Plan)
- Eliminate the concentration of existing SRO housing.  
(Amended in support of the River District Plan)

## Policy 6: PUBLIC SAFETY

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**Protect all citizens and their property, and create an environment in which people feel safe.**

FURTHER:

A. Foster the development of a vital “24 hour” city which encourages the presence of people that “provide eyes on the street”, to deter crime. and decreases the likelihood of crime.

(Amended in support of the River District Plan)

B. Increase the visibility and accessibility of police.

C. Create safer areas through environmental design by utilizing tactics outlined in “Crime Prevention Through Environmental Design” (CPTED) published by the National Institute of Justice, in order to introduce a cost effective way of reducing crime and the fear of crime.

(Amended in support of the River District Plan)

**Amend Action Chart item PS5 as follows:**

PS5 Increase horse, bicycle, and foot patrols in commercial and tourist areas.

(Amended in support of the River District Plan)

**Amend the Public Safety Map as follows:**

- Amend the boundary to include Terminal One.  
(Amended in support of the River District Plan)



## Policy 7: NATURAL ENVIRONMENT

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**Improve the Central City's environment by reducing pollution, keeping the Central City clean and green, and providing opportunities to enjoy nature.**

FURTHER:

- A. Reduce air pollution in the Central City.
- B. Improve water quality in the Willamette River.
- C. Reduce noise and create areas of quiet in the Central City.
- D. Create programs which discourage littering and provide increased litter removal.
- E. Enhance urban wildlife habitat areas and create opportunities to enjoy them and to use them for educational purposes.

**Add Action Chart program items as follows:**

NE12 Promote the use of pocket parks, roof top gardens and other amenities for improving water quality.

**(Amended in support of the University District Plan)**

NE13 Utilize combined sewer overflow (CSO) projects in the Central City to accomplish multi-objective planning that will integrate public values such as education, recreation, environmental enhancement, and urban open spaces that support wildlife habitat.

**(Amended in support of the River District Plan)**

**Amend the Natural Environment map:**

- Show Montgomery and Harrison Streets from 4th to 13th Avenues as tree lined boulevards.  
Show open space just west of the Millar Library.  
**(Amended in support of the University District Plan)**
- Amend the boundary to include Terminal One.  
**(Amended in support of the River District Plan)**
- Show Tanner Creek Park/basin area.  
**(Amended in support of the River District Plan)**
- Show North Park Blocks extension through the Post Office property.  
**(Amended in support of the River District Plan)**
- Show River District Waterfront Park area.  
**(Amended in support of the River District Plan)**
- Show Chinese garden block as another major open space.  
**(Amended in support of the River District Plan)**
- Add additional existing or proposed tree-lined boulevards.  
**(Amended in support of the River District Plan)**

## **Policy 8: PARKS AND OPEN SPACES**

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**Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.**

FURTHER:

- A. Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.
- B. Meet the open space and recreation needs of each of the Central City districts.
- C. Establish public transportation connections among major recreational facilities on land and water.
- D. Ensure that a balance of passive and active parks and open space is provided.

**Note completed Action Chart item:**

PO1 Improve the North Park Blocks and Waterfront Park between the Steel and Burnside Bridges.

**Amend the Parks and Open Space map as follows:**

- Show the proposed new open space location along College Street between Broadway and 6th Avenue and the University Plaza on Montgomery Street between 5th and 6th Avenues.  
**(Amended in support of the University District Plan)**
- Amend the boundary to include Terminal One.  
**(Amended in support of the River District Plan)**
- Show Tanner Creek Park/basin area.  
**(Amended in support of the River District Plan)**
- Show North Park Blocks extension through the Post Office property.  
**(Amended in support of the River District Plan)**
- Show River District Waterfront Park area.  
**(Amended in support of the River District Plan)**
- Show Chinese garden block.  
**(Amended in support of the River District Plan)**

## Policy 9: CULTURE AND ENTERTAINMENT

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**Provide and promote facilities, programs and public events and festivals that reinforce the Central City's role as a cultural and entertainment center for the metropolitan and northwest region.**

FURTHER:

- A. Encourage the support of the performing arts in the Central City.
- B. Increase the number, diversity and clustering of public and private art and entertainment facilities.
- C. Promote the purchase and display of public art.
- D. Encourage artists, crafts-people and entertainers to live and work in the Central City.
- E. Extend the South Park Blocks Cultural District south into the University District South Park Block area  
(Amended in support of the University District Plan)

**Amend the Culture and Entertainment map as follows:**

- Show the South Park Blocks Cultural District extending to include the South Park Blocks within the District.  
(Amended in support of the University District Plan)
- Amend the boundary to include Terminal One.  
(Amended in support of the River District Plan)
- Show an extension of the Broadway bright light district on NW Broadway to the Broadway Bridge.  
(Amended in support of the River District Plan)
- Revise the corridor for public art and special lighting to align with the extension of the North Park Blocks through the Post Office property and to jog to 9th and Lovejoy and to continue to the crossing at Front Avenue and on to the public attraction at the water front and river basin.  
(Amended in support of the River District Plan)
- Add additional public art locations at Tanner Creek Park and at Tanner Basin.  
(Amended in support of the River District Plan)

## Policy 10: EDUCATION

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**Expand educational opportunities to meet the needs of Portland's growing population and businesses, and establish the Central City as a center of academic and cultural learning.**

**FURTHER:**

- A. Promote PSU as ~~a major State institution of higher education~~ an urban educational community and a regional leadership institution to meet citizens' needs for job training, continuing education, and personal enrichment.  
**(Amended in support of the University District Plan)**
- B. Encourage coordination, cooperation and sharing among educational institutions and libraries.
- C. Improve public access to the library collections in the Central City and coordinate the acquisition programs of the libraries.
- D. Encourage a partnership between educational and cultural institutions and business to improve opportunities for learning and expanding Portland's economic base.
- E. Expand opportunities for continuing education programs within the Central City.
- F. Encourage educational institutions and businesses to jointly develop job training programs aimed at helping reduce joblessness and cutting social service costs.

**Amend the Education map as follows:**

- Amend the boundary to include Terminal One.  
**(Amended in support of the River District Plan)**
- Eliminate the "possible industrial arts and crafts education center" location on the map since the River District Development Plan delineates housing in this general area.  
**(Amended in support of the River District Plan)**
- Eliminate the dot for the former Design School at 14th and Johnson.  
**(Amended in support of the River District Plan)**

## Policy 11: HISTORIC PRESERVATION

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**Preserve and enhance the historically and architecturally important buildings and places and promote the creation of our own legacy for the future.**

FURTHER:

- A. Protect historically significant sites and architecturally important structures.
- B. Preserve the visual quality of historic districts by protecting historic structures and maintaining street furniture and other features which are in keeping with the historic character.
- C. Identify, protect and promote the City's historic sites and districts.

**Delete Action Chart Item HP7 as follows:**

~~Prepare a proposal for a new Multiple Resource Nomination in the Northwest Triangle warehouse area and in Central Eastside, south of Burnside. An area or collection of buildings can qualify for a National Register of Historic Places Multiple Resource Nomination if it is not located close enough to qualify for an historic district nomination, but it is close enough to have a relationship within a definable geographic area or have a thematic, or some other, associative relationship. (Amended in support of the River District Plan)~~

**Amend the Historic Preservation map as follows:**

- Amend the boundary to include Terminal One.  
(Amended in support of the River District Plan)

## Policy 12: URBAN DESIGN

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**Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.**

FURTHER:

- A. Create a rich and enjoyable environment for pedestrians throughout the Central City.
- B. Strive for excellence in the design of new buildings.
- C. Encourage designers of new developments to sensitively enhance Portland's human scale of buildings, streets and open spaces.
- D. Promote the formation of districts and neighborhoods with distinct character and a diverse and rich mixture of uses. ~~(in nonindustrial areas)~~.  
(Amended in support of the River District Plan)
- E. Identify and protect significant public views.
- F. Locate the highest densities in the Downtown and along potential and existing transit corridors, and step density down toward the Willamette River, residential

neighborhoods adjacent to the Central City, and as the distance from the core increases.

**Amend Action Chart program item UD8 as follows:**

UD8 Establish an urban design awards program, ~~which complements the existing landmarks awards program.~~  
(Amended in support of the River District Plan)

**Amend the Urban Design map as follows:**

- Show District gateways at Market Street and the South Park Blocks, in the location where the Stadium Freeway is crossed by the South Park Blocks, at Market Street and 11th Avenue and at Montgomery Street and 12th Avenue.  
(Amended in support of the University District Plan)
- Identify PSU as a public attraction.  
(Amended in support of the University District Plan)
- Show a Transit Mall extension on 5th and 6th Avenues from Madison Street south to the I-405 Freeway.  
(Amended in support of the University District Plan)
- Show Montgomery Street as a Boulevard/Visual Enhancement between 4th and 13th Avenues.  
(Amended in support of the University District Plan)
- Adjust locations where transit corridors are shown to reflect current planning.  
(Amended in support of the University District Plan)
- Show the District as a new pedestrian district.  
(Amended in support of the University District Plan)
- Amend the boundary to include Terminal One.  
(Amended in support of the River District Plan)
- Relocate district gateway shown at 12th and Hoyt to Lovejoy between 10th and 11th - the start of Tanner Creek Park and the daylighting of Tanner Creek.  
(Amended in support of the River District Plan)
- Show a new River District gateway at the river's edge of the proposed river basin.  
(Amended in support of the River District Plan)
- Relocate the public attraction symbol at 12th and Johnson to the river's edge on the south side of the river basin.  
(Amended in support of the River District Plan)
- Add the following "Boulevard/Visual Enhancements" to the map:
  1. Show Johnson Street from I-405 to Front Avenue.
  2. Extend Front Avenue to include the Terminal One site.
  3. Show the proposed transit mall extension to Union Station as existing.
  4. Amend the Park Block/Greenway loop symbol to show extension through the Post Office block linking to Tanner Creek Park and the new waterfront open space area
  5. Show river viewpoints at the river basin
  6. Extend the symbol pattern over the Terminal One property for the study of a possible new pedestrian district.
  7. Amend map to reflect the public right-of way design criteria established for the River District as related to boulevard established for the River District as related to "Boulevard/Visual Enhancements" streets.  
(Amended in support of the River District Plan)
- Remove the public attraction symbol from the Agricultural Marketing Center site.  
(Amended in support of the River District Plan)

## Policy 13: PLAN REVIEW

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**Periodically review the progress of the Central City Plan.**

FURTHER:

- A. Assure that the ideas and dreams expressed in the Central City Plan remain an active concern of the City for the next 20 years.
- B. Refine and revise the proposed implementation actions as circumstances change.

**Add new Action Chart Program Item:**

PR8 Update the Central City Developers Handbook to reflect the creation of the University District and River District.  
(Amended in support of the University District Plan and the River District Plan)

## Policy 14: DOWNTOWN

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**Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, educational, entertainment, governmental and ceremonial activities.**

FURTHER:

- A. Maintain and implement the Downtown Plan as a part of the Central City Plan.
- B. Continue to actively foster the growth and attractiveness of the Downtown, enhancing its competitive position over other commercial areas in the region.

**Amend the Downtown District Action Chart items as follows:**

D2 Improve SW Ankeny, Harrison, Montgomery, Main, Morrison and Lincoln Streets as pedestrian ways.  
(Amended in support of the University District Plan)

D9 Improve SW Harrison and Montgomery Streets between ~~4th~~ Riverplace and Broadway to improve and formalize connections between the Waterfront, South Auditorium and the University District.  
(Amended in support of the University District Plan)

**Delete Action Chart Item D7 as follows:**

~~D7—Improve S.W. Ankeny Street between 5th and Front Avenues for pedestrians.~~  
(Amended in support of the University District Plan)

## **Amend the Downtown Urban Design Plan as follows:**

- Remove the University District from this map because the Urban Design Plan for the this area will be shown with the University District Policy.  
**(Amended in support of the University District Plan)**
- Show District gateways at Market Street and the South Park blocks, in the location where the Stadium Freeway is crossed by the South Park Blocks, at Market Street and 11th Avenue and at Montgomery Street and 12th Avenue.  
**(Amended in support of the University District Plan)**
- Show a possible Harrison Street LRT extension from the District area east to Riverplace.  
**(Amended in support of the University District Plan)**
- Show the proposed Central City Streetcar route and re-title the legend to change the term "Vintage Trolley" to "Central City Streetcar."  
**(Amended in support of the University District Plan)**
- Update the map to reflect the construction of west side LRT facilities.  
**(Amended in support of the University District Plan)**

## **Policy 15: GOOSE HOLLOW**

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**Protect and enhance the character of Goose Hollow by encouraging new housing and commercial development which is compatible with a growing community.**

FURTHER:

- A. Encourage development of housing, particularly for families.
- B. Encourage retail and commercial development along the light rail corridor and in mixed use projects, which supports the needs of the residential community.

## **Policy 16: NORTH OF BURNSIDE**

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~~Extend downtown development toward Union Station and the Broadway Bridge while protecting existing housing and social services for the district's special needs populations.~~

FURTHER:

- ~~A. Preserve and enhance the district's architectural heritage and international character.~~
- ~~B. Focus development along the extended transit mall in the district to link the Downtown, Lloyd Center/Coliseum, and Northwest Triangle Districts.~~
- ~~C. Maintain those social services in the area that serve area residents while supporting business activities and development opportunities.~~
- ~~D. Pursue implementation of the "Chinatown Development Plan."~~
- ~~E. Preserve and maintain, in good condition, for low and no income individuals in the district, up to a maximum of 1,282 SRO housing units and permanent shelter beds.~~
- ~~F. Limit the maximum number of total permanent shelter beds in the district to 252 and allow the replacement of all district shelter beds with SRO housing units.~~



## **Policy 17: ~~NORTHWEST TRIANGLE~~**

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~~Preserve the district's character and architectural heritage while encouraging both industrial activity and mixed use development.~~

~~FURTHER:~~

- ~~A. Encourage the growth of industry in the district.~~
- ~~B. Recognize the importance and potential of the redeveloping rail yard area and encourage a mixture of uses, including housing.~~
- ~~C. Focus development along the North Park Blocks extension.~~
- ~~D. Develop Ninth Avenue as an interim connection between the North Park Blocks and the river through placement of public art, special lighting and a park treatment until the Park Blocks extension is completed.~~
- ~~E. Foster the development of artist live/work space and gallery facilities.~~

## **Policy 18: LOWER ALBINA**

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**Strengthen the economic development of the district as an industrial employment area while preserving its historic buildings and providing a connection for pedestrians to the Willamette River.**

FURTHER:

- A. Preserve the riverbank for water-dependent industrial uses.
- B. While preserving the cluster of historical buildings along Russell Street, allow a mix of uses which promote the economic health of the district.
- C. Provide improvements which attract industry to the district.
- D. Provide a connection for the adjacent neighborhoods to the district and river.

## **Policy 19: LLOYD CENTER-COLISEUM**

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**Reinforce the Lloyd Center as the eastern anchor of Central City retailing and locate the highest density new development in areas served by light rail.**

FURTHER:

- A. Recognize the Lloyd Center-Coliseum District's role as a major entrance to the Central City.
- B. Improve the environment for pedestrians throughout the district and create a regional civic facilities campus which brings together the Convention Center and Coliseum.
- C. Promote and encourage the development of uses supporting the Convention Center and Coliseum.

## **Policy 20: CENTRAL EASTSIDE**

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**Preserve the Central Eastside as an industrial sanctuary while improving freeway access and expanding the area devoted to the Eastbank Esplanade.**

FURTHER:

- A. Encourage the formation of incubator industries in the district.
- B. Reinforce the district's role as a distribution center.
- C. Allow mixed use developments, which include housing, in areas already committed to nonindustrial development.
- D. Preserve buildings which are of historic and/or architectural significance.
- E. Develop Union and Grand Avenues as the principal north-south connection and commercial spine in the district for transit and pedestrians.
- F. Continue implementation of the Central Eastside Economic Development Policy.

## **Policy 21: NORTH MACADAM**

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**Develop the district as a mixed use neighborhood with significant residential development along the river bank and commercial development along Macadam and the Jefferson Street light rail line.**

FURTHER:

- A. Orient new development to pedestrians and provide frequent links to the river.
- B. Keep waterfront development low rise and allow taller buildings along the light rail corridor.
- C. Complete the Willamette River Greenway Trail riverbank connection between John's Landing and River Place.
- D. Improve road access and transit service within the district.

**PROPOSED AMENDMENTS  
TO THE CENTRAL CITY PLAN DISTRICT  
OF THE PORTLAND ZONING CODE  
AND PORTLAND ZONING MAPS**

The following changes to the Central City Plan (CCP) District implement the University District and River sub-district plans. These zoning code and zoning map amendments are intended to be adopted by ordinance and the other provisions adopted by resolution. Amendment changes include the boundary expansion of the CCP District, the creation of the University sub-district and River sub-district, and the deletion of the North of Burnside and Northwest Triangle sub-districts. The specific amendment changes are as follows:

- Amend Chapter 33.510 of the Portland Zoning Code to create a new section which fosters the development of Central Residential (RX) zoned sites adjacent to the waterfront. In this section of the CCP District, broaden the range of uses which may be part of an RX development located adjacent to the Willamette River. Marinas, cruise ship births, cargo handling and customs facilities for cruise ships are included in the broader range of uses. Additionally, set the minimum density for such areas at 20 dwelling units per acre.
- Amend City Zoning Code Chapter 33.510, Central City Plan District by adding a new section reading as follows:

**33.510.110 Mixed Use Waterfront Development.**

**A. Purpose.** The Central City Plan area fronts on portions of the working harbor. The working harbor is the area downstream from the Broadway Bridge. Sites developed for mixed use projects in residential zones along the working harbor will better implement the Willamette Greenway Plan, Lower Willamette River Management Plan, and Comprehensive Plan if compatible river dependent industrial activities are allowed as part of mixed use projects.

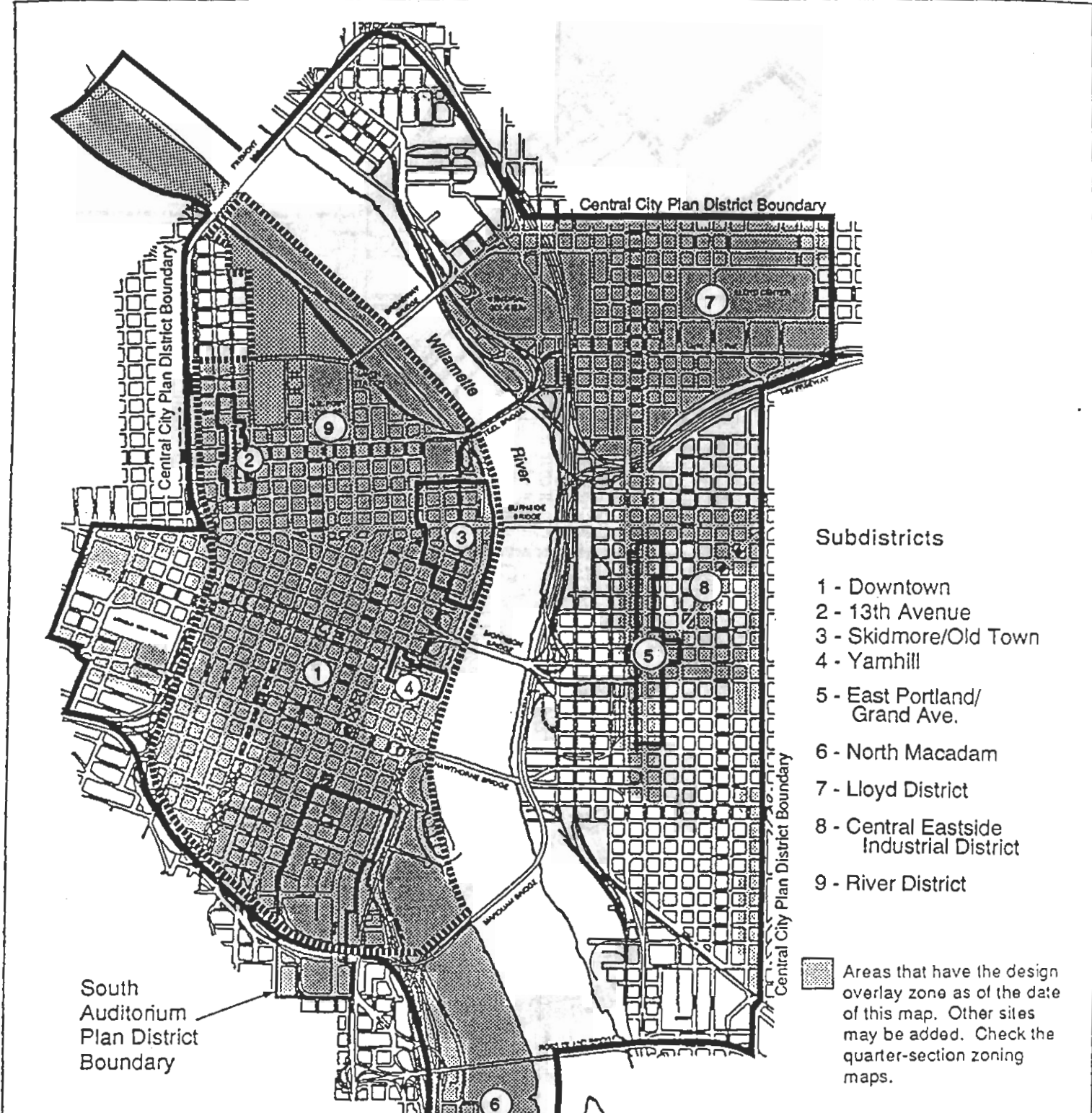
**B. Where these regulations apply.** The regulations of this Section apply to portions of sites in the RX zone that are next to the Willamette River, and are downstream from the Broadway Bridge.

**C. Additional uses allowed.** The following uses are allowed in the non-residential portion of a mixed use development:

1. Passenger ship docking facilities and accessory customs and cargo handling facilities; and
2. Marinas.


- D. Minimum residential density.** Minimum residential densities are one dwelling unit for each 2,000 square foot of site area.
- Amend City Code Maps 33.510-1 through 33.510-7. Amendments include adding the new Central City Plan boundary which includes the area known as the southern portal of the Port of Portland Terminal One and the area west of Front Avenue, directly south of Terminal One, between Front Avenue and the railroad line and other changes shown in Exhibit A.
  - Amend City Code Map 33.510-7 titled Central City Plan District and Sub-districts as shown in Exhibit A, by:
    - ♦ Add the University sub-district.
    - ♦ Add the River sub-district.
    - ♦ Delete the North of Burnside sub-district.
    - ♦ Delete the Northwest Triangle sub-district.
  - Amend City Code Map 33.510-2 titled Maximum Floor Area, by adding the following, (as shown in Exhibit A):
    - ♦ A maximum 2:1 floor area ratio (FAR) on the Port of Portland Terminal One site.
    - ♦ The FAR on the area west of Front Avenue, directly south of Terminal One is a maximum of 4:1.
  - Amend City Code Map 33.510-4 titled Bonus Options Target Areas by adding the following three new areas, (as shown in Exhibit A):
    - ♦ 9th Avenue north to the railroad tracks.
    - ♦ Union Station to Front Avenue to the South of Lovejoy Street.
    - ♦ North of Hoyt Street to Lovejoy Street and 12th Avenue to 9th Avenue.
  - Amend City Code Map 33.510-5 titled Required Residential Development Areas, by adding the following three new areas, (as shown in Exhibit A):
    - ♦ 9th Avenue north to the railroad tracks.
    - ♦ Union Station to Front Avenue to the South of Lovejoy Street.
    - ♦ North of Hoyt Street to Lovejoy Street and 12th Avenue to 9th Avenue.
  - Amend City Code Map 33.510-6 titled Required Building Lines, by adding the required building line's provision to the area along Park and 9th Avenues by extending the existing boundary to the southern Central City Plan boundary, (as shown in Exhibit A).
  - Amend City Code Map 33.510-7 titled Required Retail Opportunity Areas, by adding the retail opportunity areas provision to the area 100 feet west of 9th Avenue and from Market Street to the southern Central City Plan boundary, (as shown in Exhibit A).

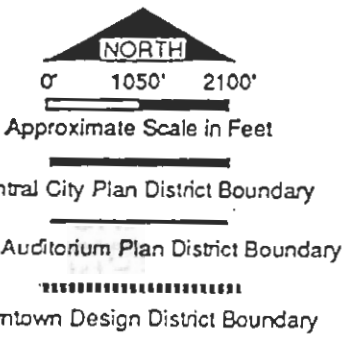
- Amend City Code Map 33.420-1 titled Design Districts and sub-districts in the Central City and South Auditorium Plan Districts as follows, (and as shown in Exhibit A):
  - ◆ Add the Terminal One site and the area west of Front Avenue and directly south of the Terminal One site.
  - ◆ Delete the Russell Street area, now included in the Albina Community Plan. The Russell Street Design Zone has its Design Guidelines included in the Albina Design Guidelines Document.
  
- Amend City Code Quarter Section Zoning Maps to reflect the Comprehensive Plan designations shown in the Recommended University District and River District Plans as follows, (and as shown in Exhibit A):
  - ◆ Add the Comprehensive Plan designation of Central Employment (EXd) to the area west of Front Avenue and Terminal One.
  - ◆ Change the existing zoning at the Union Station site from General Industrial (IG) to Central Employment (EXd) to conform with the Comprehensive Plan designation.
  - ◆ Change existing zoning on the Willamette River Greenway overlay zone area at the Terminal One site from River Industrial to River General.
  - ◆ Change the existing Comprehensive Plan designation and zoning on the Terminal One southern portal property from Heavy Industrial (IHi) to Central Residential (RXdg).
  - ◆ Change the existing zoning in the University District to reflect the University District rezoning proposal contained in Exhibit A. These changes change most areas zoned RXd west of Broadway and south of Market Street from RXd to CXd, and also change seven blocks east of Broadway and south of Market Street from CXd to RXd.



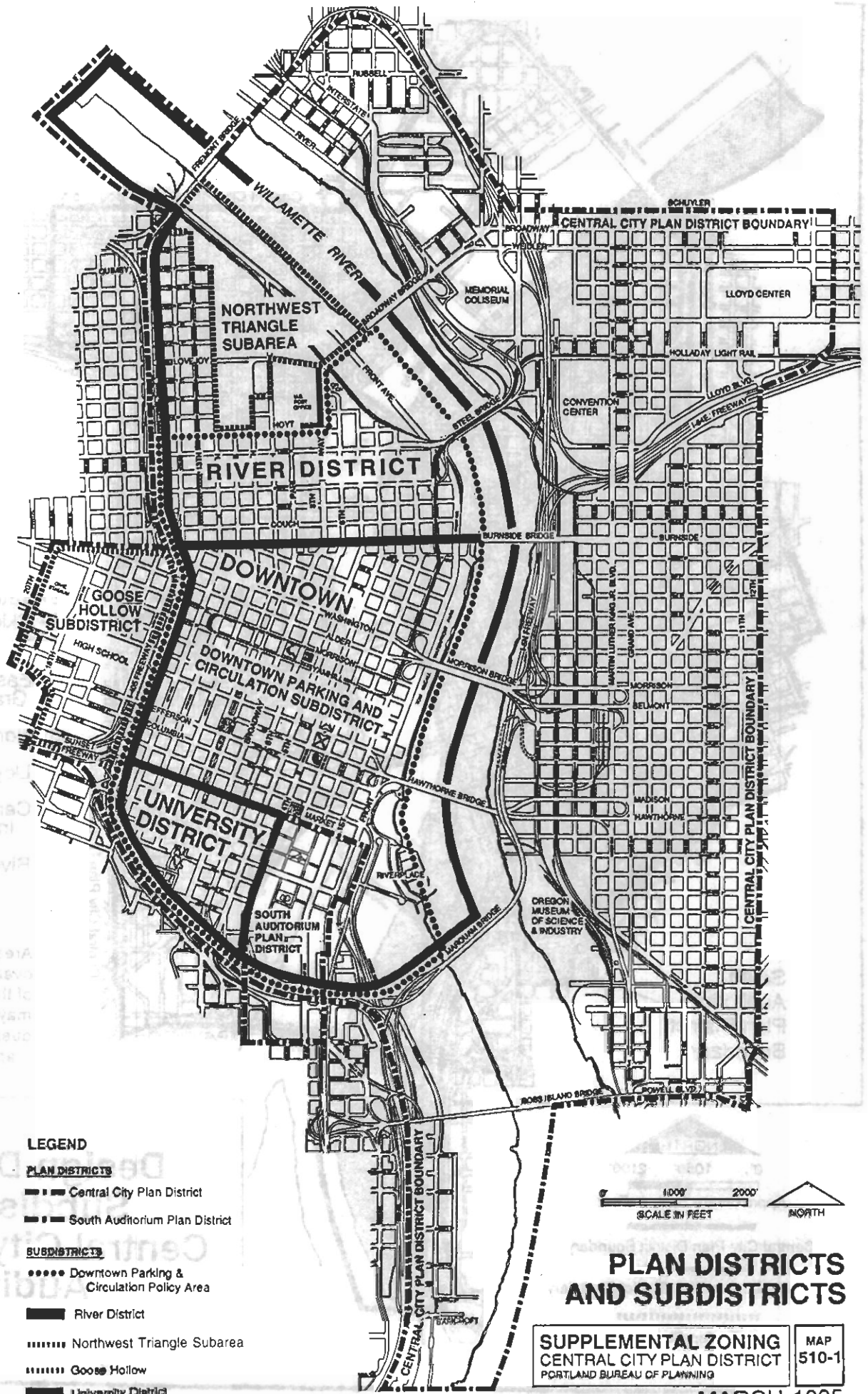
**Subdistricts**

- 1 - Downtown
- 2 - 13th Avenue
- 3 - Skidmore/Old Town
- 4 - Yamhill
- 5 - East Portland/  
Grand Ave.
- 6 - North Macadam
- 7 - Lloyd District
- 8 - Central Eastside  
Industrial District
- 9 - River District

 Areas that have the design overlay zone as of the date of this map. Other sites may be added. Check the quarter-section zoning maps.



**Map 420-1**  
**Design Districts and**  
**Subdistricts in the**  
**Central City and South**  
**Auditorium Plan**  
**Districts**



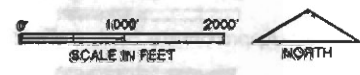
**LEGEND**

**PLAN DISTRICTS**

- Central City Plan District
- South Auditorium Plan District

**SUBDISTRICTS**

- Downtown Parking & Circulation Policy Area
- River District
- Northwest Triangle Subarea
- Goose Hollow
- University District



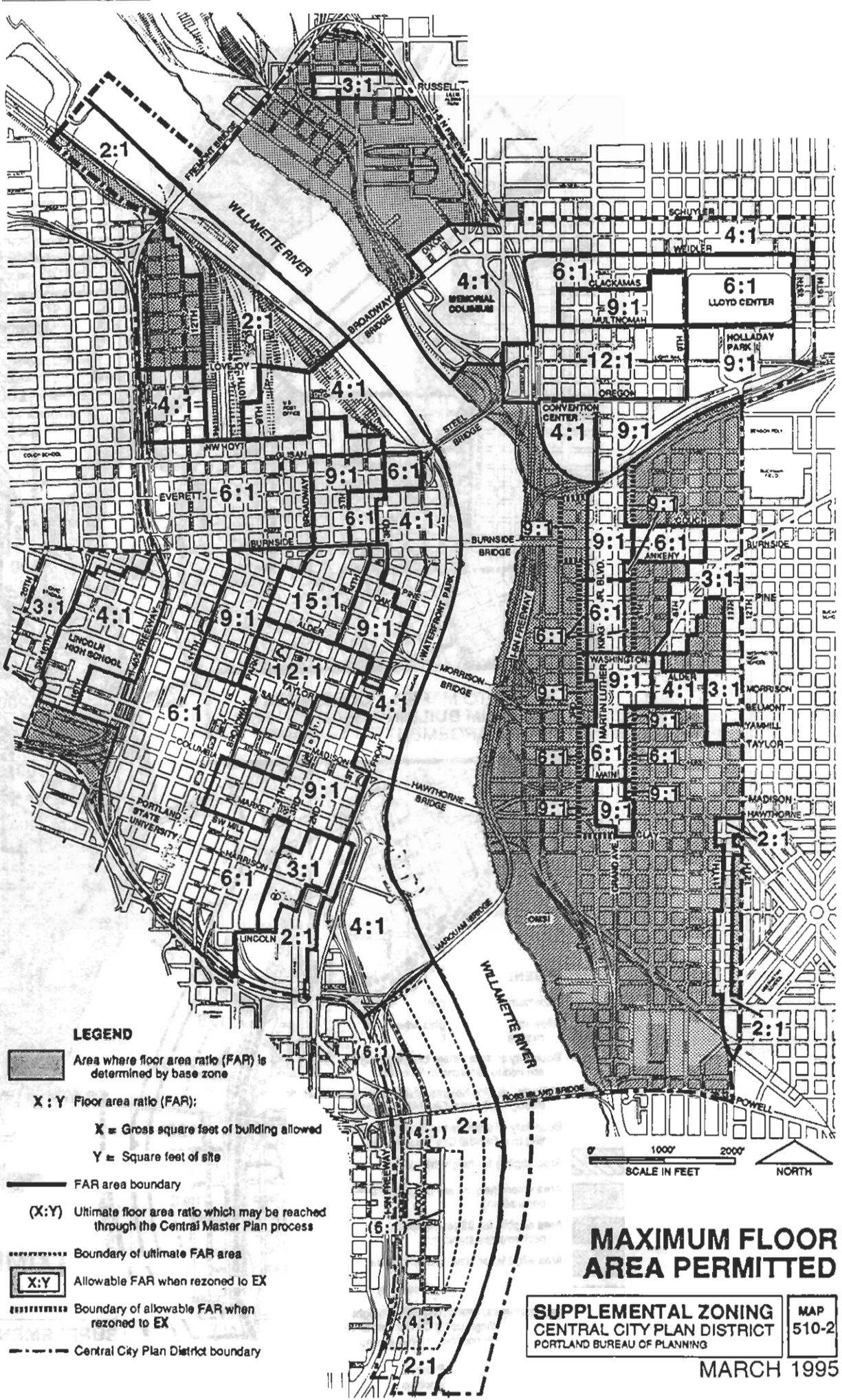
**PLAN DISTRICTS AND SUBDISTRICTS**

**SUPPLEMENTAL ZONING**  
**CENTRAL CITY PLAN DISTRICT**  
 PORTLAND BUREAU OF PLANNING

**MAP 510-1**

**MARCH 1995**



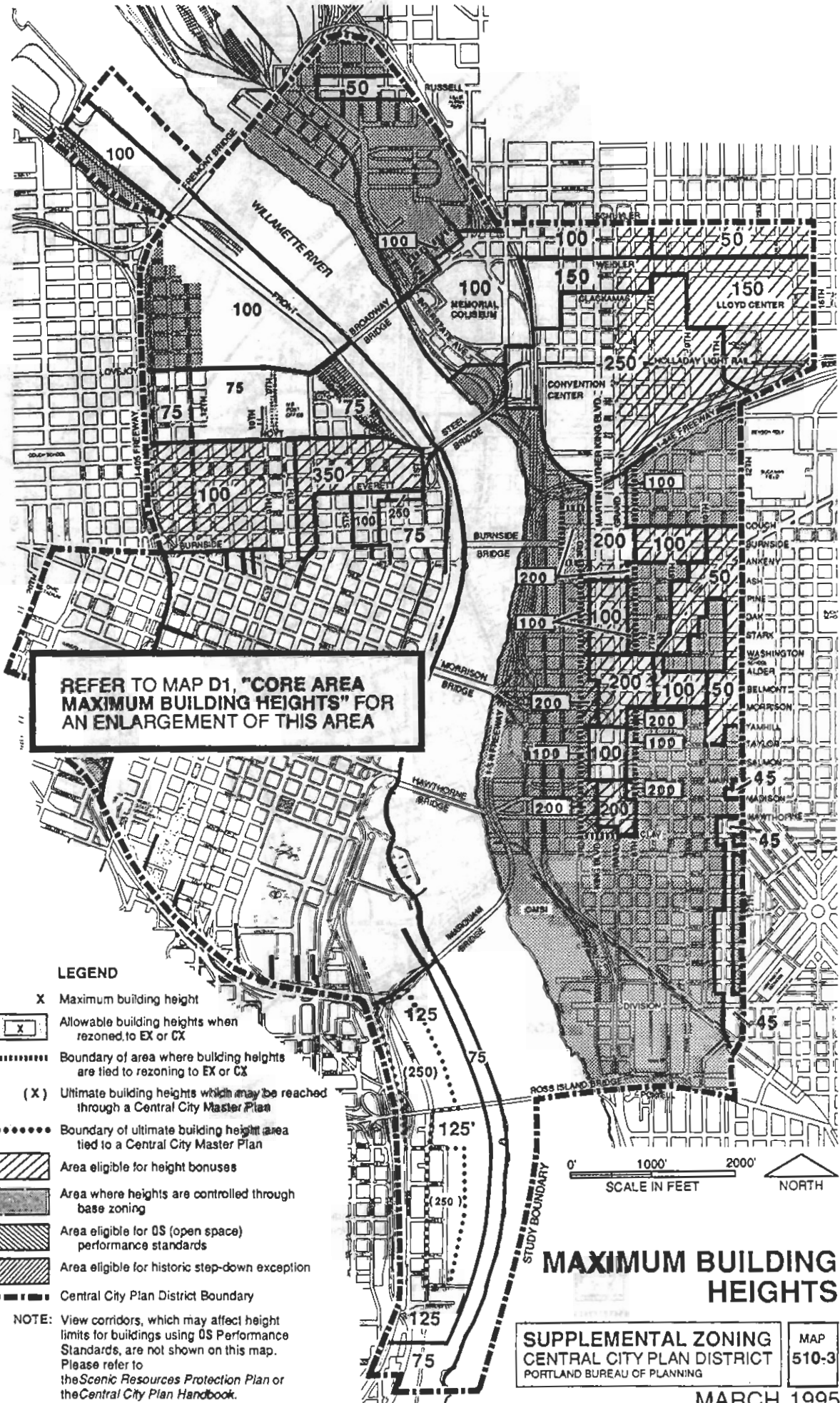


# MAXIMUM FLOOR AREA PERMITTED

**SUPPLEMENTAL ZONING** MAP 510-2  
**CENTRAL CITY PLAN DISTRICT**  
 PORTLAND BUREAU OF PLANNING









MARCH 1995





**REFER TO MAP D1, "CORE AREA  
MAXIMUM BUILDING HEIGHTS"  
FOR AN ENLARGEMENT OF THIS AREA**

**LEGEND**

- X Maximum building height
-  Allowable building heights when rezoned to EX or CX
-  Boundary of area where building heights are tied to rezoning to EX or CX
- (X) Ultimate building heights which may be reached through a Central City Master Plan
-  Boundary of ultimate building height area tied to a Central City Master Plan
-  Area eligible for height bonuses
-  Area where heights are controlled through base zoning
-  Area eligible for OS (open space) performance standards
-  Area eligible for historic step-down exception
-  Central City Plan District Boundary

**NOTE:** View corridors, which may affect height limits for buildings using OS Performance Standards, are not shown on this map. Please refer to the *Scenic Resources Protection Plan* or the *Central City Plan Handbook*.

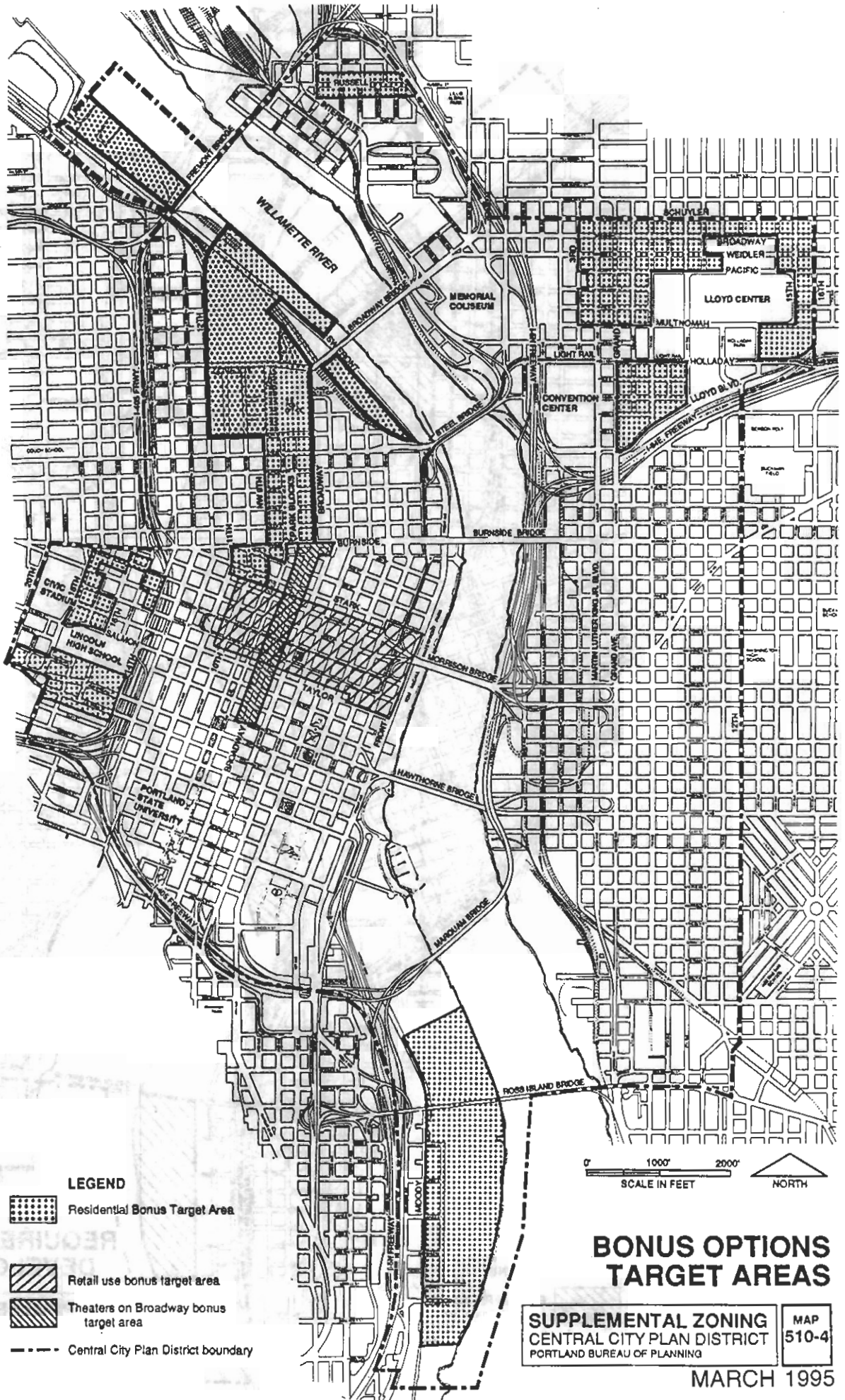


**MAXIMUM BUILDING HEIGHTS**





**SUPPLEMENTAL ZONING**  
CENTRAL CITY PLAN DISTRICT  
PORTLAND BUREAU OF PLANNING

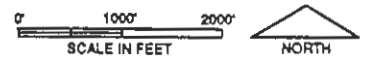
MAP 510-3

MARCH 1995



**LEGEND**

-  Residential Bonus Target Area
-  Retail use bonus target area
-  Theaters on Broadway bonus target area
-  Central City Plan District boundary

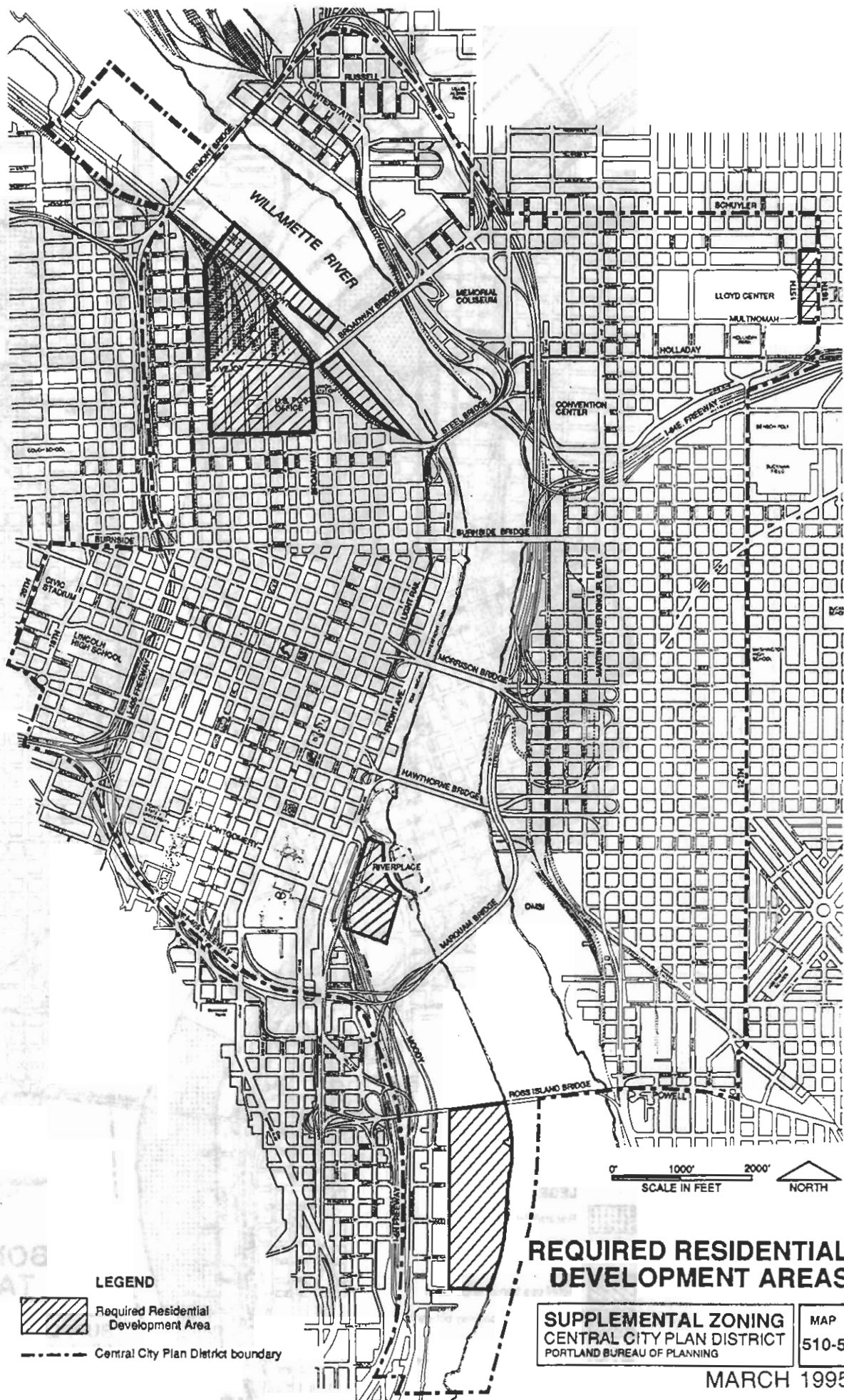


**BONUS OPTIONS  
TARGET AREAS**

**SUPPLEMENTAL ZONING**  
CENTRAL CITY PLAN DISTRICT  
PORTLAND BUREAU OF PLANNING



MAP  
510-4

MARCH 1995



BONUS OPTIONS  
TARGET AREAS

**LEGEND**

-  Required Residential Development Area
-  Central City Plan District boundary

**REQUIRED RESIDENTIAL DEVELOPMENT AREAS**

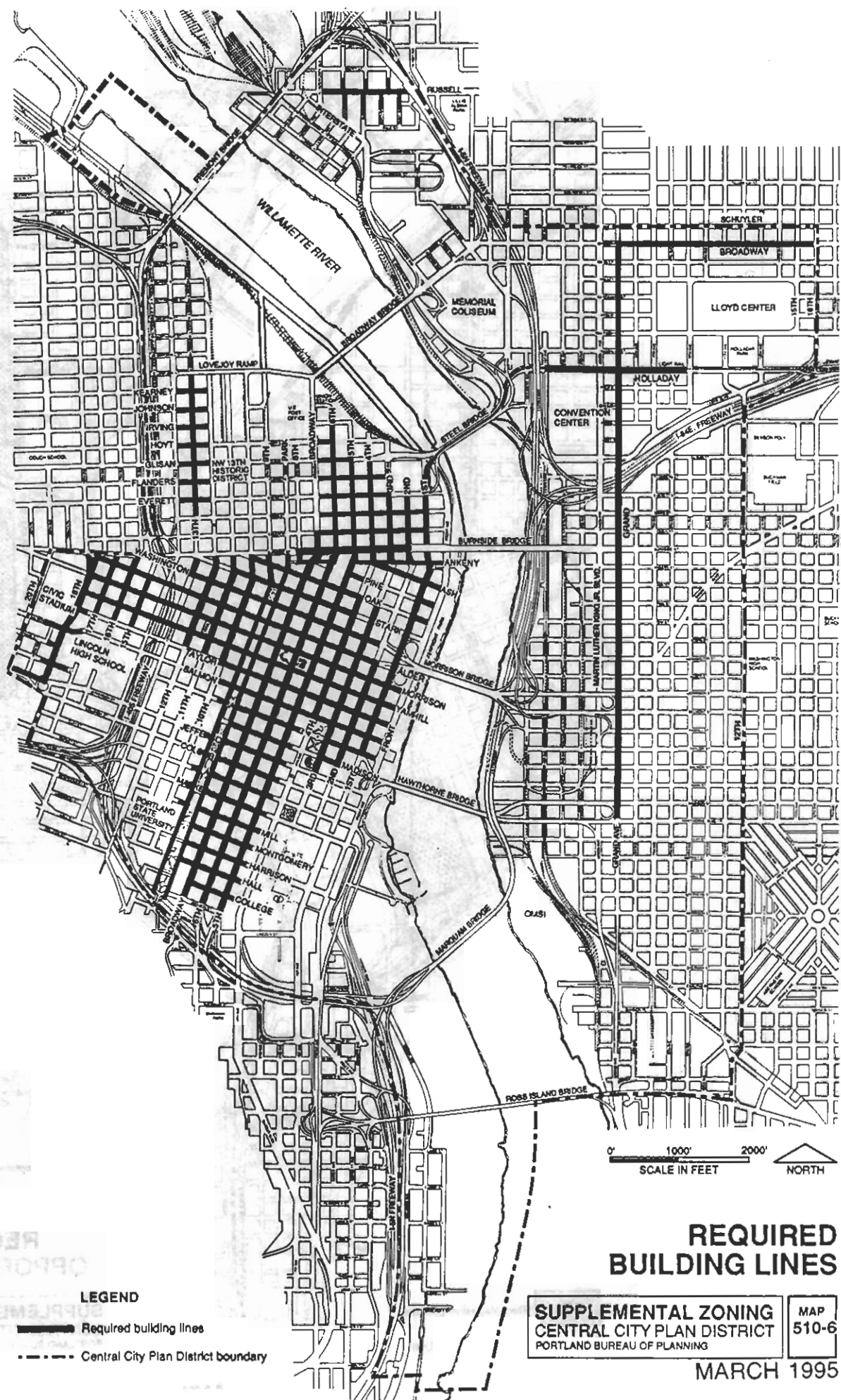
**SUPPLEMENTAL ZONING**  
CENTRAL CITY PLAN DISTRICT  
PORTLAND BUREAU OF PLANNING

MAP  
510-5

MARCH 1995



7



REQUIRED RETAIL OPPORTUNITY AREAS

**LEGEND**

-  Required building lines
-  Central City Plan District boundary

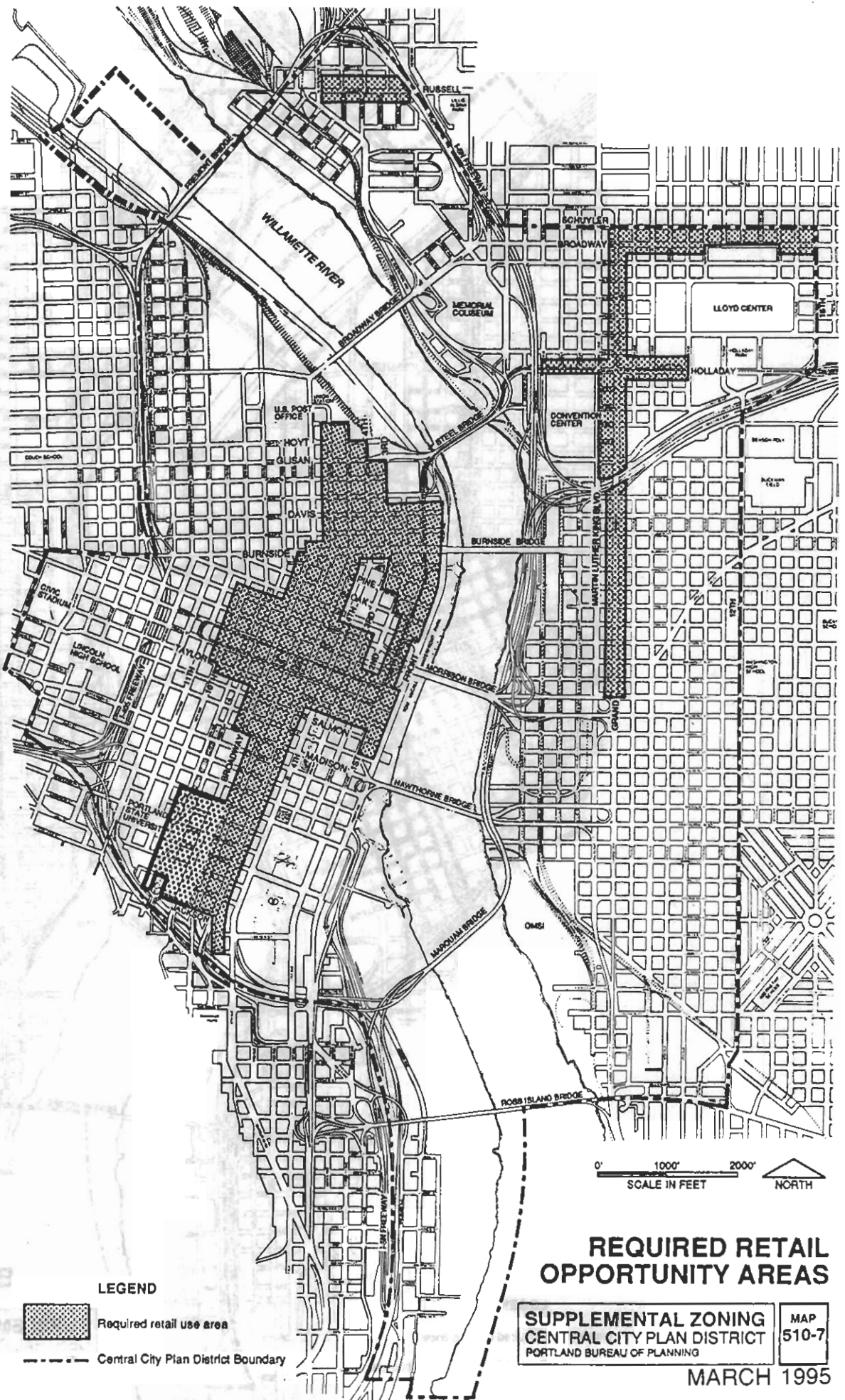
0' 1000' 2000' SCALE IN FEET NORTH

**REQUIRED BUILDING LINES**

**SUPPLEMENTAL ZONING**  
CENTRAL CITY PLAN DISTRICT  
PORTLAND BUREAU OF PLANNING

MAP 510-6

MARCH 1995





**REQUIRED RETAIL OPPORTUNITY AREAS**

**SUPPLEMENTAL ZONING** MAP 510-7  
**CENTRAL CITY PLAN DISTRICT**  
 PORTLAND BUREAU OF PLANNING

MARCH 1995

**LEGEND**

-  Required retail use area
-  Central City Plan District Boundary

REQUIRED BUILDING LINES?  
 SUPPLEMENTAL ZONING MAP 510-7

## **GLOSSARY**

### **URBAN DESIGN PLAN TERMS**

Urban design terms and their symbols are used in the City's neighborhood and community plans. They were first used to describe urban design elements of the Central City Plan. Several of the terms were created and used as part of the Transportation Element of the City's Comprehensive Plan. The Albina Community Plan process helped refine and augment some of the urban design terms and further refinements and additions have been made during the creation of the Outer Southeast Community Plan. As future community plans are undertaken it is likely that circumstances unique to those plans will suggest the need for additional terms.

These terms and symbols establish a common vocabulary for community plans. They represent proposals that, when implemented, would enhance the City's character, appearance and livability.

Where an element is tied directly to the City's zoning code or map, the zoning code or map change occurred with the Plan's adoption. Elements which are a part of the Comprehensive Plan and/or zoning are identified. Others, which are not elements of the Comprehensive Plan, are also identified.

**Open Space** - Sites shown as open space are publicly owned or have been committed by their owner to open space use. These sites include parks, golf courses, cemeteries and plazas. These locations are designated as open spaces by the City's Comprehensive Plan. Use of the property for other activities will require a Comprehensive Plan amendment and zone change. Open spaces are shown on the urban design plans because of the significant role they play in creating an area's character.

**Proposed Open Space** - These are locations where development of additional public open space is proposed. The Plan calls for future development of open space at these or nearby locations. Methods other than park development may be used to provide this open space including partial street closures and incentives for private open space and private plaza developments. While the plan calls for creation of open space at these locations it does not require that development be for open space. These sites are zoned for other uses and nothing in the plan is intended to prevent the owner's use of the property for those uses permitted by the site's zoning and the Comprehensive Plan designation. Identification of a location as a proposed open space is not a part of the City's Comprehensive Plan.

**Open Space Deficient Areas** - These are identified locations where additional open space is needed. Methods other than park development may be used to provide this open space. These methods include partial street closures, incentives for private open space development, and private plaza development requirements. The locations identified are not intended to be specific. Placement of this symbol on a map is intended to identify a vicinity for the location of an open space and not a potential acquisition site. While the plan calls for creation of open space at or near these locations it does not require that development be for open space. These sites are zoned for other uses and nothing in the plan is intended to prevent the owner's use of the property for those uses permitted by the site's zoning and Comprehensive Plan designation. Identification of a location as a proposed open space is not a part of the City's Comprehensive Plan.

**Park Improvements** - These are locations where improvements in specific existing public parks are called for by the Plan. These planned improvements are part of a plan's non-binding action agenda and are not a part of the City's Comprehensive Plan.

**Existing Light Rail Transit Corridors** - These are the existing light rail transit improvements. The MAX (Metropolitan Area Express) links the Central City with east Portland and Gresham. Currently a new light rail line is being built in the western portion of the Central City and will tie the Central City to urban Washington County. A future light rail facility will connect with the existing MAX line extending north to Clark County, Washington and south to Clackamas County. Existing light rail facilities are identified in the Transportation Element of Portland's Comprehensive Plan as "regional transitways."

**Proposed Light Rail Transit Corridors** - These are locations proposed for development of a light rail line which will connect Portland with the other urbanized areas in the region. Possible alignments for these facilities are shown. These alignments are designated as regional transitways in the Transportation Element of Portland's Comprehensive Plan. A final alignment decision will be made through an environmental impact statement (EIS) process for each light rail transit line. Because these alignments must be selected through the EIS process the possible alignments identified in the plans are a starting place for further study rather than a reflection of a specific decision. These proposed light rail corridors shown in the urban design plans should not be considered part of the City's Comprehensive Plan.

**Central City Streetcar** - Streetcar improvements are proposed to link "fun" destinations in the Central City together and augment other transportation modes. This facility is in some ways more like a trolley line than a light rail facility. It is intended to serve shoppers, provide transit connections within the Central City, and support tourism. The Central City Streetcar will provide connections between developing areas not directly served by buses or the region's light rail system. Trolley improvements are proposed to link areas of the inner-city. Streetcar and trolley alignments shown in the urban design plans are not part of the City's Comprehensive Plan.

**Carriageways** - Carriageways are routes expected to be taken by horse drawn carriages. Carriage service currently exists and is expected to expand in the Albina Community and within the Central City. Carriage service is planned to connect the Convention Center and Lloyd Center with Downtown and the Albina Community. Bed and breakfast establishments in Albina's historic areas

are a particular destination for carriage service in that plan area. Identification of a location as a proposed carriageway is not a part of the City's Comprehensive Plan.



**Freeway Improvements** - These plans call for the development and extension of freeway facilities at specific locations. The Albina Community Plan calls for a complete freeway interchange where the I-5 Freeway and Columbia Boulevard cross. Presently the interchange provides only for access to I-5 southbound and for northbound I-5 traffic access to Columbia Boulevard. Access to I-5 northbound is also needed as is access to Columbia Boulevard by southbound I-5 traffic. Completion of this interchange is intended to enhance utilization of Columbia Boulevard as a truck route and reduce traffic, in particular on Lombard Street and Portland Boulevard. The McLoughlin/I-5 connection is shown in the Central City Plan. This connection will allow traffic from McLoughlin Boulevard to reach the I-5 Freeway without traveling on surface streets in the Central Eastside District. The connection will reduce traffic on Union and Grand Avenues. The Water Avenue ramps are proposed in the Central City Plan to improve access from the Central Eastside Industrial District to I-5, to and from the south. These freeway improvements are not part of the City's Comprehensive Plan. They are a starting place. Some will need to be adjusted and others will be replaced with proposals found to be more feasible.

**Pedestrianway And/Or Bikeway** - These are routes for pedestrians and bicyclists. Improvements in paving, planting of street trees, placement of street furniture, street crossing signalization, sidewalk widening and street closure, where appropriate, should be made to enhance their safety and attractiveness. Walkways and bikeways shown are those designated by the Transportation Element of Portland's Comprehensive Plan.

**Pedestrian District** - Pedestrian districts are areas where the City intends to enhance the environment for movement by pedestrians. These districts are located in areas characterized by dense development including a mixture of activities. They tend to serve as a location which provides a center to a neighborhood or larger community. Improvements which may be targeted for pedestrian districts include widening sidewalks, planting street trees, creating curb extensions and improving crosswalk markings. Pedestrian districts are included as a part of the Transportation Element of Portland's Comprehensive Plan

**Public Recreational Trail** - These trails are intended to increase recreational opportunities, connect recreational sites such as major parks, increase public access to water features and to viewpoints and to help create a pleasant urban environment. Recreational Trail designations are listed in the Transportation Element of Portland's Comprehensive Plan.

**New Bridge** - In the Albina Community Plan two small new bridges are proposed to cross the Columbia Slough. One bridge is proposed to cross the slough on an alignment with Peninsular Avenue and the other on an alignment with NE 13th Street. They are intended to provide pedestrian and bicycle access to the parks and recreational trails that border the slough. The 13th Street Bridge is also intended to improve truck access to and from Columbia Boulevard for industrial firms located north of the Slough. In the Central City Plan a new pedestrian bridge which also houses other uses is suggested to cross the Willamette River. New bridges proposed are not part of the City's Comprehensive Plan. They are a starting place. Some will need to be adjusted and others will be replaced with proposals found to be more feasible.

**Water Taxi Stops** - A water taxi system is proposed along the Willamette River. Stops will be located near existing and proposed riverfront activities. Water taxi stops are intended to be part of the "fun" transportation system which ties recreation oriented facilities together. Water taxi stops locations are not part of the City's Comprehensive Plan.

**Historic Ships** - Three historic craft are initially proposed in the Central City Plan to reinforce the Willamette waterfront. These are the River Queen, the stern wheeler Portland (restored), and a new full-size reproduction of one of the tall clippers that helped build Portland. Historic ships and locations for historic or reproduction ships are not a part of the Comprehensive Plan.

**Scenic Viewpoint** - These scenic viewpoints are those identified and protected by Portland's Scenic Resources Protection Plan. Protection and enhancement of scenic resources is intended to enhance the appearance of Portland; create attractive entrances to the City and subareas within the City; and make Portland a better place to live, work and visit. Scenic viewpoints identified are part of the city's inventory of significant scenic resources and are reflected in zoning code restrictions which are imposed to implement the City's Scenic Resources Protection Plan. The Scenic Resources protection plan is part of the City's Comprehensive Plan.

**Major District Gateways** - These are entrance points which have a high degree of visibility and a distinct sense of transition. The plans propose to reinforce their role as entrances to a large district and, in some cases, to the City of Portland. Improvements may include landscaping, public art, gateway structures, special lighting and signs. District gateways shown on urban design plans are not part of the City's Comprehensive Plan.

**Minor Or Neighborhood Gateways** - These are entrance points to a neighborhood, historic design zone or other subarea within a plan area. These locations have a high degree of visibility and are intended to provide a distinct sense of transition. Improvements may include landscaping, public art, gateway structures, special lighting and signs. Minor gateways shown on urban design plans are not part of the City's Comprehensive Plan.

**Water Feature** - Rivers, sloughs, lakes and other water bodies located within or adjacent to the Plan area. Water features shown are not part of the City's Comprehensive Plan.

**City Focal Point** - City Focal Points are locations which have a high level of recognition by Portland's citizens as landmarks, meeting places and centers for community activities. Focal points link several neighborhoods. They may act as the setting for fairs, parades and other informal events as well as for more formal activities. Focal points are good locations for major works of public art. Within the Albina Community Plan the intersection of Martin Luther King Jr. Boulevard and Killingsworth Street is designated as City Focal Point. Within the Central City Plan the intersection of 18th Avenue and Jefferson Street is designated as a City Focal Point. Designating these locations is based on their role as a cross point of north-south and east-west traffic and transit service. This designation is also included in the Transportation Element of Portland's Comprehensive Plan.

**Neighborhood Focal Point/Village Square** - Neighborhood focal points are highly visible locations that serve as meeting places for the residents of one or more neighborhoods or have a clear identity as landmark locations for the residents of one or more neighborhoods. They may serve as a kind of village square for one or more neighborhoods; locations where people go to meet informally with others, to shop and/or recreate. Neighborhood focal points may include small parks or plazas or be located in large parks that are nearby to neighborhood oriented shopping areas and/or schools. Neighborhood focal points should be improved to enhance the environment for pedestrians. The area they include may be designated as a pedestrian district in the Comprehensive Plan's Transportation Element. They are located where two or more pedestrian paths meet. They are good locations for public art. Neighborhood focal points are not a part of the City's Comprehensive Plan.

**Historic Districts** - In these areas the concentration of historically and/or architecturally significant structures and sites may justify public action aimed at preserving and enhancing the area's character. Within historic design zones new development and exterior remodeling of structures are subject to additional design scrutiny aimed at ensuring that the development will be compatible with and enhance the area's character. Historic districts shown on urban design plans are areas where consideration of designation as a historic design zone will occur. Such consideration may occur at the time the plan is developed or it may occur at a later date, based on the City's periodic review schedule. Protection of these historic areas is a potential implementation action for Portland's Comprehensive Plan. Some historic districts shown on urban design plans are already protected as City design zones.

**Major Attractions** - Major attractions are those which are expected to draw patrons and participants from throughout the City, Region or State. The attractions identified on the Plan Map include existing and proposed facilities. New facility locations will need to be selected based on detailed studies of facility needs and siting opportunities. Location within a few hundred feet of the site identified on the map may also be appropriate. The major attractions shown on the urban design plans are not a part of Portland's Comprehensive plan.

**Minor Attractions** - Minor attractions are those which are expected to attract patrons from an area smaller than the entire City. The attractions identified on the urban design plans include existing and proposed facilities. New facility locations will need to be selected based on detailed studies of facility needs and siting opportunities. Location within a few hundred feet of the site identified on the map may also be appropriate. The minor attractions shown on the urban design plans are not a part of Portland's Comprehensive Plan.

**Required Housing Areas With Housing Incentives** - These areas require housing to be built as part of future development. Fifteen dwelling units per acre of net site area are required. All required housing areas are also Housing Incentive Target Areas. Locations shown as required housing areas are required by the zoning code to be developed in part for housing. One hundred percent housing development is allowed. Housing development is encouraged with density incentives but one hundred percent housing development is not required. These locations require that new developments include housing as an implementation strategy for the City's Comprehensive Plan.

**Housing Incentive Target Area** - In these areas bonus density will be granted to projects which include housing. The bonus will be additional floor area. Developments using this bonus provision may develop the housing portions of the project in either separate single-use or mixed-use buildings. Before a development may include bonus square footage from other bonus provisions the housing bonus must be employed. These incentives are allowed and targeted to these specific areas as an implementing strategy for the City's Comprehensive Plan.

**Existing Transit Corridors** - These are the existing major public transit improvements in the Central City. They include the Downtown Transit Mall and may also include existing and planned light rail improvements. The Fifth-Sixth Avenue Transit Mall extended north from Burnside to Union Station is an example of such a corridor. Existing transit corridors shown on urban design plans are not part of the City's Comprehensive Plan.

**Public Art Walks** - Public art will be placed in corridors which receive significant amounts of traffic by pedestrians. These corridors are shown in the Public Art Plan developed by the Metropolitan Arts Commission. The Public Art Plan and the art walk locations shown on urban design plans are not part of the City's Comprehensive Plan.

**Major Public Art Sites** - These are proposed locations for the placement of major new works of art. Locations have been proposed based on their visibility, the degree to which they attract people, and the potential of the art to reinforce and be reinforced by its surroundings. The art sites shown on urban design plans are not part of the City's Comprehensive Plan.

**Deck Over Freeway** - These decks will provide both public open space and development opportunities above freeways. These structures may include institutional or other buildings, parking, or other facilities. They may provide sites for public attractions. Designation as a location for a deck over a freeway is not a part of Portland's Comprehensive Plan.

**Traffic Buffer** - Traffic control devices are suggested on local streets to discourage through traffic within residential neighborhoods. Traffic buffers and other traffic control devices which are shown on urban design plans are not part of the City's Comprehensive Plan.

**Parkways And Boulevards** - Parkways and boulevards are created when the street is provided with a continuous and consistent landscape treatment. The landscape treatment may emphasize either formal design or natural landscape patterns. Parkways and boulevards are intended to be provided with large street trees. Overhead utilities will be eliminated or have their visual impact reduced. In general, parkways are regional trafficways developed in natural patterns. Regional trafficways identified as parkways include the I-5, I-205, I-405, US 26, and I-84 Highways. Boulevards are arterials developed with more formal landscape treatment. Boulevards include Macadam Avenue, Powell Boulevard, Killingsworth Street, Portland Boulevard, Barbur Boulevard and St. Helens Road. These arterials may be further enhanced through the use of special sidewalk and/or crosswalk paving materials, the development of park or planting strips between the street and the sidewalk which are planted with shrubs and ground cover or, in some cases the creation of a landscaped median strip. Parkways and boulevards are not part of the City's Comprehensive Plan.

They may be identified as part of the beautification policy of the Transportation Element of the Comprehensive Plan.