



Stakeholder Advisory Committee Meeting #7
Approved Summary
October 21, 2013; 5:30 – 8:30 pm
1900 SW 4th Ave., Room 2500A

Members

| Representative | Organization | Present |
|-----------------------|--|----------------|
| Blake Beanblossom | The Standard | N |
| Doreen Binder | Transitions Projects | N |
| Catherine Ciarlo | CH2M Hill | N |
| Hermann Colas, Jr. | Colas Construction | Y |
| Ben Duncan | Multnomah County Health Equity Initiative | N |
| Brian Emerick | Portland Historic Landmarks Commission | Y |
| Jessica Engelmann | Oregon Walks | Y |
| Jason Franklin | Portland State University | Y |
| Jeanne Galick | Willamette greenway advocate, South Portland resident | Y |
| Jim Gardner | South Portland Neighborhood Association | Y |
| Patricia Gardner | Pearl District Neighborhood Association | Y |
| Greg Goodman | Downtown Development Group | Y |
| Patrick Gortmaker | Old Town / Chinatown Community Association | Y |
| Jodi Guetzloe-Parker | Columbia Pacific Building Trades Council | Y |
| Sean Hubert | Central City Concern | Y |
| Cori Jacobs | Downtown Retail Advocate | Y |
| Michael Karnosh | Confederated Tribes of the Grand Ronde | N |
| Nolan Leinhart | ZGF Architects | N |
| Keith Liden | Portland Bicycle Advisory Committee | Y |
| Jeff Martens | CPUsage | N |
| Marvin Mitchell | Julia West House; Downtown Neighborhood Association | Y |
| Anne Naito-Campbell | Civic activist and property owner | N |
| John Peterson | Melvin Mark Capital Group | N |
| Dan Petrusich | Portland Business Alliance | Y |
| Steve Pinger | Northwest District Association | Y |
| Valeria Ramirez | Portland Opera | Y |
| Veronica Rinard | Travel Portland | N |
| John Russell | Property owner and developer | Y |
| Bob Sallinger | Portland Audubon Society | Y |
| Katherine Schultz | GBD Architects, Planning and Sustainability Commission | Y |
| Mary Valeant | Goose Hollow Foothills League | N |
| Karen Williams | Carroll Investments | Y |
| Jane Yang | NW Natural | Y |

Alternates

| Representative | Organization | Present |
|-----------------|---|---------|
| John Bradley | Northwest District Association | N |
| Dave Harrelson | Confederated Tribes of the Grand Ronde | N |
| Rick Michaelson | Alternate for John Russell | N |
| Lisa Frisch | Downtown Retail Advocate | N |
| Martin Soloway | Central City Concern | N |
| Kevin Myles | Alternate for Jeanne Galick | Y |
| Bing Sheldon | Alternate for John Russell | N |
| Carrie Richter | Portland Historic Landmarks Commission | N |
| Len Michon | South Portland Neighborhood Association | N |
| Raihana Ansary | Portland Business Alliance | N |
| Peter Bilotta | Portland Opera | N |
| Chet Orloff | Alternate for John Russell | N |
| Tony Bernal | Transition Projects | N |
| Paddy Tillett | ZGF Architects | Y |

Project Team/Staff

| Representative | Role | Organization | Present |
|------------------------|-------------------------------|-------------------------------|---------|
| Susan Anderson | Director | BPS, City of Portland | Y |
| Joe Zehnder | Chief Planner | BPS, City of Portland | N |
| Sallie Edmunds | Central City Manager | BPS, City of Portland | Y |
| Karl Lisle | West Quadrant Project Manager | BPS, City of Portland | Y |
| Nicholas Starin | West Quadrant Project Planner | BPS, City of Portland | Y |
| Mark Raggett | Urban Design Planner | BPS, City of Portland | N |
| Debbie Bischoff | River Planner | BPS, City of Portland | Y |
| Mauricio Leclerc | Transportation Planner | PBOT, City of Portland | Y |
| Troy Doss | SE Quadrant Project Manager | BPS, City of Portland | N |
| Desiree Williams-Rajee | Equity Specialist | BPS, City of Portland | N |
| Kathryn Hartinger | West Quadrant Project Intern | BPS, City of Portland | Y |
| Allan Schmidt | Planner | Portland Parks and Recreation | Y |
| Lew Bowers | | PDC | Y |
| Lisa Abuaf | Central City Manager | PDC | Y |
| Kirstin Greene | Facilitator | Cogan Owens Cogan | Y |
| Alisha Morton | Facilitator Assistant | Cogan Owens Cogan | Y |

Public

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|------------------------|
| Wendy Rahm |
| Suzanne Lennard |
| Jackie Peterson Loomis |
| Cathy Galbraith |

| |
|------------------|
| Orly Stampfer |
| Amanda Virbitsky |
| Raihana Ansary |
| David Gold |
| Reza Farhoodi |
| Derta Khalsa |
| Steve Oppenheim |

Welcome and Announcements

Co-Chair **Karen Williams** welcomed all participants. Project Manager **Karl Lisle** introduced **Sallie Edmunds** who is taking over the Central City Manager position. Sallie introduced **Debbie Bischoff** who is the new River Planner with Central City team. Sallie said that Debbie is taking on river planning for both sides of the river (West and SE Quadrants).

Debbie briefly discussed the Willamette River Central Reach Working Group which is part of the Central City 2035 Plan. While the group won't reinvent the wheel on planning for the Willamette River, they will review comments already received that focus on the river to help inform and assist the SAC in the development of the Central City Plan. Debbie said that this group is open to anyone and they are seeking membership now. She then reviewed the handout on the working group including upcoming events such as the two day Central Reach Workshop on December 4th and 5th and follow-up meeting in the Spring of 2014.

Susan Anderson, BPS Director, thanked everyone for coming. She recognizes that it's hard to continue to come to these meetings especially when many of the SAC members sit on multiple committees. She reminded SAC members to continue to come to her if they have questions and/or concerns.

Schedule and Event Updates

Karl briefly reviewed the schedule and upcoming events including an Open House Thursday, October 24. He said the Open House will be casual – people can come and go anytime - and will not include a formal presentation. The concept maps will be available for community review and feedback. He said there is also an online feedback form on the project website available now through Friday, November 1. He said there will be at least one more SAC meeting November 18 to discuss concept layers before diving into more detail at the subdistrict level. There may be an additional SAC meeting on December 16 if the group is not able to get through all of the material at the November meeting. [Note: the December 16 meeting will occur]

Overview of Agenda

Kirstin Greene, Facilitator, reviewed the agenda. She said we hope to get through presentations and discussion on the remaining concept layers tonight. We will quickly go through the map layers to refresh your memory. We want to know if these maps make sense and if the ideas are communicated correctly. As there are several folks present who plan to speak, public comment will be at 6:40 pm instead of 8:15 pm as shown on the agenda.

ACTION: Approval of Meeting Summary

Kirstin asked SAC members if they had any corrections or comments on the meeting summary. There were none. Kirstin asked SAC members to provide any changes via email and that the SAC Meeting #6 summary will be considered final on Friday and posted to the website.

Draft Quadrant-Wide Concept Layers:

Karl gave a brief overview of the Attractions and Special Places Layer; Street and Development Character Layer; Open Space Layer; and Green Systems Layer. More detailed information about each layer can be found in the Concept Development Workbook from SAC #6. The full presentation can be viewed on the project website here:

<http://www.portlandoregon.gov/bps/article/468141>.

SAC discussion follows by layer.

Attractions and Special Places

Patricia Gardner: If we are looking forward 20 years, what happens? The retail core is institutionally what is there, not taking it into the future. There needs to be extra push forward such as capping at the south end, capping at Burnside. In general, this is not pushing us forward 25 years. We need to think bigger, more broadly.

John Russell: This is a comment I have made before, but the Willamette Greenway is interrupted and its value is diminished. A removable bridge at the Zidell properties would enhance the value of the entire greenway.

Valeria Ramirez: The Keller Auditorium is missing. It is currently an orphan. It is an economic engine that is not leveraged very well. It needs to be connected to the river and Hawthorne Bridge.

Jessica Engelmann: Two fountains that a lot of people come to are the ones in Jamison Square and Director Park. Particularly in the summer, kids are being driven in to visit these parks. At least at a subdistrict level, these need to be on the map.

Keith Liden: Since you have some districts and destinations on the map that are outside of our study area (i.e. Washington Park) then Terwilliger Park needs to be included.

Patrick Gortmaker: The Japanese American Historical plaza needs to be included. It is significant to the district and the people.

Lew Bowers: The intersection of Broadway and Burnside is a significant intersection that is underdeveloped and underutilized. Note the axis of where they come together.

Patricia Gardner: I think it is worthwhile going back and looking at the existing Central City Plan. The plan should be about what we are going to do in the future, not an outline of what we have today. I'm just trying to push all of us to think about this as a roadmap for the future. Lew's example is a great example that we haven't talked about a lot. There are other opportunities that I would stress to get on the table. This is a 25-year vision for the future.

Staff: Great comments. We are updating a plan that has really worked for the most part. It will be a mix of what is working; what we want to build on; and what is new.

Bob Salinger: I would like to see something that highlights the salmon in a major way down at Waterfront Park such as a fish window and some sort of nature restoration effort. We are on a migratory corridor. There is nothing down there to connect people to the ecology of the river. There has been a lot of talk about access and beaches, but this is a big juncture for wildlife. Also, people are coming from all over the world to see the green infrastructure in Portland. They want to see eco-roofs. We should have a premier high up eco-roof or roof-top park that people can access.

Dan Petrusich: I think there is an opportunity for JELD-WEN Field. Unless there is a soccer game there isn't much going on there. We need to make it more active more of the time.

Karen Williams: The daylighting of Tanner Springs Park was an example of such a move and the attention toward Centennial Mills.

Jeanne Galick: We have Tom McCall Waterfront Park, but we are missing an opportunity if we don't look at the southern stretch of the river going to the South Waterfront. We could put the fish window down on the greenway. We need to build on that southern part of the waterfront.

Jessica Engelmann: If we are looking into the future, capping is a really big deal and we should think of it as more of a place than just a cover. The idea of a Jefferson Main Street area and capping I-405 go hand in hand.

Lew Bowers: We should show the Post Office. It is a huge piece of property, unique and deserves its own design and focus. Call it out as a future attraction.

Kirstin asked the SAC members if they were in general agreement with the specific directions and comment. There were no objections.

Street and Development Character layer

Karl introduced the concept map and opened the discussion.

Katherine Schultz: Do you see any of these streets being two types of streets? With Naito Parkway we are trying to encourage pedestrian activity so maybe it would be a hybrid, such as a boulevard with more retail.

Staff: Yes, we want to encourage as much activity down there as possible. The retail corridor could become both types of streets. Ankeny is an example. Flexible streets can be all types of things.

Jim Gardner: Looking at the south end of Park Blocks to the bridge, it appears to be a heavy green line that represents civic flexible. What I have heard though is that the part up by I-405 would essentially be a trail and not a street.

Staff: We were trying to raise the profile of the loop with the heavy green line. But yes, that is probably a trail.

Jim Gardner: I would like to suggest that 4th and Burnside be a critical intersection. It has the potential to be significant.

John Russell: The Morrison Bridge head is different than any of the others. It has street connections and two ramps. At least the north ramp is held to be extraneous because you can take a right on 2nd and a right on Stark. It is a real obstruction. The southern ramp is necessary for the Fire Bureau to get to the east side. Washington and Alder are blocked at 1st and 2nd Avenues.

Dan Petrusich: It is hard to get to the river through the bridge. No way to do it without some pedestrian connection to the river. There are three blocks that are blocked off. Hawthorne had this problem at one point. I recommend we add this as a key intersection. You have to look at pedestrian connections at the bridgehead.

Keith Liden: There should be a specific street type designation for the streets connecting to the Morrison and Hawthorne bridges such as 4th, 5th and 6th Avenues that are major gateways in and out of downtown. We need to be more deliberate about the character that we are trying to establish where we enter and exit the Central City. How much do we want to emphasize connections with Washington Park? We need to be more deliberate with the routes out there (i.e. Jefferson Street).

Marvin Mitchell: We are missing something by not extending the retail core where it takes a right turn to the stadium. It is very walkable and pedestrian friendly and there are opportunities for retail later. Yamhill and Morrison are very nice for walking. It gets a little ugly for a block or so up near the stadium, but it's a great straight shot to the river from the stadium, especially if we cap the I-405.

Staff: There was some push back at the charrette on this. When we get deeper in the Goose Hollow conversation we can come back to that.

Jessica Engelmann: I agree that the exit and entrance streets need to be called out. The couplet between Market and Clay is really important. If you are walking those streets they get clogged up with cars and it diminishes your experience. We need to be intentional about trees etc. What happens to the streets on the map that are not labeled? It seems we need more colored streets on the map.

Staff: Today they are all sort of not colored. We are not giving up on the uncolored streets on the map, we just want to focus and be more intentional about certain streets. We can highlight more at a sub-district level.

Karen Williams: We really need to think about what a boulevard street is and its effects. The center divider on NE MLK, Jr. Blvd took away parking which some people felt impaired development of retail on the street. We need to come up with a thoughtful definition about what is beautiful, what is functional and how they work together.

Jeanne Galick: Going again to South Waterfront Area, if people are walking from PSU, how are they going to access the pedestrian bridge? I would like to see building setbacks considered with large trees in front of the buildings rather than in the street or sidewalk.

Bob Salinger: We talk about green streets more aesthetically than functionally. They do have a functional role such as stormwater drainage. I would like to see BES be involved. We need to look at it as more scientific rather than just aesthetics.

Brian Emerick: More thought needs to be given to 1st Avenue between Oak and Yamhill Streets. Light rail runs there, there is no vehicle traffic and it is a strange pedestrian cutoff.

Patricia Gardner: On the east side of I-405 the concept has been that there are stronger streets regarding retail. I almost want you to take off all the red on the downtown core and only concentrate on the blue and the green. The Pearl District has retail everywhere. Do we need the red at all to the east side of the freeway? We need flexible definitions of what is happening on the ground level. It's confusing to treat this as a neighborhood core.

Staff: Outside of the small area that is the busiest in downtown core, our assumption is that we cannot support retail on every street.

Sean Hubert: I agree with this. Signage is also an issue. If you are going to focus on having boulevards in the Central City we need to update our sign code with more flexibility.

Staff: We have a few things in the code that try to encourage bigger lights and signs in certain areas (SW Broadway is an example).

Katherine Schultz: I support some of the things that you are trying to do. There is confusion about where the retail district is downtown especially if you are a visitor. You have your big hubs but where else is it? How do you connect that old core back to the Pearl District? I find the stronger red lines confusing. I think the gray is ok, because we are trying to emphasize these things, but why is there so much focus up to the north.

Patricia Gardner: The yellow splotch captures what you're trying to do. I think we should focus on the yellow and get rid of the red lines and it will be a lot clearer.

Cori Jacobs: I think you need to have retail defined. We have been trying to define it downtown for the last four years. In the Pearl there is no particular retail street, but you need to define it more with things like signage.

Jason Franklin: I agree with Patty. We should make it all mixed use and focus on the big moves. Don't dilute it with all types of things going on. Instead take those off and be very deliberate about what is important and why. What is the purpose of each and is it more important than that. We need to focus on which investments are we going to make.

Karen Williams: This is a great conversation but it makes me step back and wonder what the use of the map is. Is it going to inform more detailed work later? Does this inform how goods move through the city? Does it inform how we are going to decide where to put green streets that work with the waste water targets? If we are focusing on concentrations of use – then having the red makes sense as it informs future steps in the process. Perhaps it's too much red, and instead we should use them more carefully.

Lew Bowers: Essentially showing the streets that we want to concentrate retail does not mean others won't have retail. Retail will be spread throughout, but in the Pearl we need to change the zoning to where we want to concentrate the retail. Reality hasn't matched the map that we did before.

Jim Gardner: In purely mapping terms, even in the Pearl, we needed focused policies and investments to strongly encourage retail development. There should be a few big red ones. Don't try to define neighborhood retail, just Central City. Keep big lines and get rid of the small ones.

Open Space and Parks Layer

John Russell: Connections between the Halprin Parks are not called out.

Jeanne Galick: Years ago I was working on North Macadam Plan. The goal was to have the main focus on the greenway be natural resources and habitat. Please make the whole greenway green colored on the map. With the proposed building height, are we really planning enough parks and open space to support that type of density? Looking out 25 years, we need to figure out how to get more parks and open spaces in the central core. Vancouver BC has taken streets and made them into little parks and has also created vertical parks, on roof tops etc.

Jason Franklin: Park Blocks are great, but are in serious need of a refresh. There hasn't been a real serious look at the Park Blocks in a while. We need to reflect that. Also, the map on the waterfront doesn't match what is sketched on the other side. Uses of Waterfront Park and how those change throughout the year need to be reflected in addition to natural resource enhancement.

Patricia Gardner: Of course we need to look at caps like San Francisco and Barcelona, but don't forget underneath the freeway from Johnson Street north. This is a great opportunity for expansion as the freeway gets really tall. Thinking about the city three dimensionally should be institutionalized. We should consider parks on different levels.

Paddy Tillett: We need to think about Naito and access to Waterfront Park. When the master plan was being done we could not get frequent crossing to the park because it was a designated truck-way. It is absurd that we have a truck-way dividing a park and downtown. O'Bryant Square needs to be looked at as its function and potential have changed enormously.

Karen Williams: Twenty years ago we did stuff for the salmon on the Willamette. It's a desert for the fish. We need to put in water habitat for these fish. We can build a resting and rearing area in the Willamette. There are currently miles of desert that the fish go through and this should be part of our grand vision.

Keith Liden: The connection between Jefferson and Washington Park is something that we need to look at more seriously. You have a light colored line on Jefferson. There is an entrance into the park off of Jefferson if you go under the bridge. Riding your bike on Salmon is really nasty as it is steep with a lot of traffic. Jefferson could be pretty good for bike access and could almost be a couplet.

Kirstin called for any additional comments or clarifications. There were none.

Green Systems

Karl introduced this concept map and opened discussion.

Hermann Colas: I see BDS is trying to do a lot with the new sewer line, etc. There are a lot of other committees and agencies connected to the 2035 Central City Plan that are adjacent to us. We don't build the infrastructure. We need to be connecting with the other agencies.

Staff: We have a technical advisory committee with people from all sorts of agencies. Your point is a good one, we don't build any of this – others are responsible for implementation.

Bob Salinger: City Council adopted a resolution to promote bird safe buildings and night sky. I would like to see something about promoting ecologically friendly buildings and also minimizing light pollution.

Katherine Schultz: I see a few things missing. Is there a greater stormwater system plan that needs to be highlighted? The reactor at Center for Health and Healing is meant to be tied into other buildings. What is the thought process for identifying future eco-districts?

Staff: We have had a lot of district energy opportunity sites in the last few years – Rose Quarter being one. Climate action planning is happening to capture waste heat and use it elsewhere. We have found that it is harder to retrofit into our existing system/city than it is to create opportunities with new construction. District energy is in there but maybe there are not as many opportunities as we thought. A few examples are OHSU and the post office site. If there are other opportunity sites let us know – sites with major institutions, or areas with quite a bit of new construction that mix both residential and commercial development.

Katherine Schultz: What about solar on parking garages? Are there areas that we haven't captured all the opportunities?

Patricia Gardner: Conway comes to mind as an obvious place for district energy. Solar is much easier than most of these systems. People are leasing roofs of entire neighborhoods in residential areas. A majority of roofs in downtown core are flat. The downtown core as a solar district would be great.

Karen Williams: We should look at Philadelphia's alternative wastewater plan. They solved their problem with a decade long or more plan for wastewater treatment that involved a lot of green treatments throughout the whole city. My sense is that these on our map are above a concept for planning purposes, inviting a great deal more discussion to think about what would actually work. I am most comfortable with the SAC saying that this is really not representative of enough thinking to be adopted as a concept plan, but raises more issues that require more research.

Bob Salinger: I would like more detail on climate change mitigation measures. We haven't talked about landscapes that are more adaptable during flooding.

Steve Pinger: I-405 is the elephant in the room here and is not showing up as significantly as it shows up in the environment. Where is the Health and Environment Policy Area Map transcribed into these concept maps – in particular air quality?

Staff: Bits and pieces have gone into the various concept layer maps. We can take another look at that.

Jeanne Galick: What about eco-roofs and green-walls as another system. They should be included in overall policy and what we are working towards looking into the future. Another consideration for what should be pursued.

Staff: We can take a look at that in the subdistricts and potentially add this to the full Central City.

Kirstin asked for any additional comments or clarifications. There were none.

Public Comment

Wendy Rahm: A copy of Wendy's comments on building height can be found as an attachment to this summary. She is also frustrated by the lack of time to comment during the SAC meetings.

Cathy Galbraith: At the last meeting, I was looking at the notes and there were a number of hesitations from the SAC members and staff would say we would come back to that. I am presuming that we will be coming back to those things at the November meeting. We should be examining new historic districts and unprotected individual buildings in Skidmore Old Town, Japantown and 13th Avenue. Also, I am concerned that there is an alternative Old Town Plan that PDC is developing. Why are there two parallel plans happening at the same time? Perhaps staff can tell us more about that at the next meeting. During the last meeting there was discussion about opportunity sites in Skidmore / Old town. The National Park Service wrote to the city and asked why are you not concerned about protecting assets? Finally, I found the development and height discussion from Greg Goodman and Patricia Gardner very informative. I learned a lot from listening to you both. But our experience is different than the Pearl District's with developers not building to the maximum. We are experiencing demolition projects and they are building to the maximum.

Suzanne Lennard: First, I would like a clarification about the image on page 6. Morrison and Yamhill are reflected as a proposed pedestrian area, but there has been no discussion on this.

Staff: The sketch is the notion of trying to elevate the retail core. This one does make it look like it is essentially pedestrian, but it is really making it a visible and understandable retail core. This is conceptual at this point; it is not the plan. These blocks are a singular place together.

Suzanne Lennard: Thank you. That is a relief to me. I have spent 35 years studying pedestrian areas and how to make them successful. Pedestrian zones try to be too creative and then they fail. We do not have enough necessary elements to make them successful and I don't think you would be able to make them successful this large. You can have more pedestrian friendly areas without going the whole way and closing traffic 12 hours of the day.

Michael Mehaffy: A copy of Michael's comments on building heights can be found as an attachment to this summary.

Jacqueline Peterson: I will reserve my thoughts about heights until next month. In looking at the map on page 13 of the booklet you can see that as with the West End, Old Town and Chinatown have no parks. If we are thinking about adding student housing, multi-use, retail,

etc., to this neighborhood we will need parks. On the Attractions and Special Places Map, I don't know that the SAC has had much to say about entertainment districts. We have not focused on the potential economic and cultural significance of the neighborhood, but instead the entertainment district on the map. I don't think this has been adopted and is not permanent. I would like you to consider if it belongs on this map and think about its relevance to the Central City.

Presentation of Draft Quadrant-Wide Transportation Concept Layers

Mauricio Leclerc gave an overview of the Transportation Concept Layers. He reviewed the handout and maps from the SAC #7 packet. The full presentation can be viewed on the project website here: <http://www.portlandoregon.gov/bps/article/468141>.

SAC discussion follows, beginning with the Transit maps.

John Russell: I made a suggestion earlier to eliminate the north auto and pedestrian ramp on the Morrison Bridge. The ramp duplicates the street system.

Staff: It is difficult for a large freight truck to make that right on 2nd and right on Stark. The MLK viaduct has created a new connection for freight. We will begin to explore that with the SE Quadrant Plan.

John Russell: The difficult right turn onto Stark could be solved by eliminating the parking right there.

Staff: It is quite a constraint from a network perspective. There are a lot of hurdles, but we support the idea.

Sean Hubert: Going back to the retail core conversation, how do the transportation strategies line up with the downtown retail core? What is the city's role with handling the bike part of the conversation – biking to retail? How do we set those targets? Most people shopping are going to want to drive in and out. How can transit strategy align with this downtown retail core?

Staff: The strategy has been to provide smart parks and visitor parking that supports the retail core and not long term commuter parking. As the area develops we can do market studies to show if there is a deficiency of parking. If not, we are not allowed to add more. We are thinking of new ideas. There are thousands of spaces that go underutilized right now. Moving forward it would be nice to provide flexible spaces such as residential at night, retail during the day.

Staff: The Central City Plan, NE Quadrant, this plan and now SE Quadrant Plan are considering a sharing strategy that would allow a higher utilization of parking spaces in the Central City. Today, many spaces are empty at certain times of the day. Allowing and encouraging more shared-use of parking spaces would increase efficiency and reduce development cost. This is a big idea.

Jessica Engelmann: I would like to see something about access to transit stops in the guiding principles. It is somewhat highlighted in the pedestrian section, but it goes beyond that. It can be difficult to get to the transit resources. West of I-405 it is hard to get to the resources east of the freeway.

Staff: We can modify this.

Keith Liden: How do transit areas relate to the street character that we were talking about earlier? Transit areas need to be pleasant places to be as well. Connecting these pieces is important.

Staff: The pedestrian map connects places and helps us to identify where these places are. We will work on pinning that down more.

Patricia Gardner: I appreciate that Glisan and Everett are listed as transitways but they only have one bus line serving them today. They don't work right now as transit streets. We think of transit as the streetcar. If that is the only transit that we have in the Pearl, then any effort to make it better would be a good idea.

Staff: The idea is that by having fewer streets be transit streets then you should have more than one line on those streets. We can do better. Currently we have the streetcar loop that is in place. Any expansions to this will reinforce it. The more lines connected to it the better it will be.

Patricia Gardner: In general, thinking 25 years in the future, it strikes me that the most important maps are transit, pedestrian and bicycle and the least is motor vehicle. We have never really capitalized on what that means. Go into bicycle or pedestrians districts and you can't feel it. We should put money into the systems that work in the downtown core.

Steve Pinger: Broad question about bullet "encourage placing transportation modes onto different streets..." makes sense on the top, but all modes would want to be on the same street except freight. Bicycle, pedestrian, transit all want to be on the same street along with vehicles.

Staff: It would be nice to have some major arterials but not all of them. With limited space in the right-of-way it is hard. In other areas of town, you can move the bicycles onto more quiet, less busy streets. To the extent that we can do that we will be better off. We are trying to avoid putting them all together the best we can.

Katherine Schultz: Maybe it is identified on one of the maps, but we need to identify parking deficiencies. I would like to see the city do it intelligently. Map out where you believe that it is so that we can start to map it out.

Staff: Yes, it's a tough issue. We are trying to do this and will give it more thought.

John Russell: The Skidmore / Old Town Historic District does not have a deficiency in parking, but too bad the parking is in surface lots. It seems like as infill sites are developed you will have parking deficiencies. It would be helpful to have a centralized parking structure in that subdistrict.

Jim Gardner: The map shows Barbur and Naito as transitways and they are not really. Maybe you mentioned that it's only indicated as a transitway because of the potential of the Southwest Corridor transit idea.

Staff: It's just a reflection of the idea that there are multiple alignment options for future transit service in that area.

Jim Gardner: Another option is a tunnel to OHSU and that has to come out in downtown somewhere.

Brian Emerick: Considering the idea that 40% of the public spaces are the streets, using textured streets to define a district could be valuable. Pine Street has cobble stone under the asphalt. We could look at excavating the old streets out.

Lew Bowers: Transit is essential and we have to increase the modal split. But at the same time we have to bring our parking system into the 20th century. Use it 24/7 – integrated public, private parking. If you don't know where parking is then you end up driving around and polluting. All parking should be paid. Get them off the surface and into buildings. There is a whole bunch of technology out there, get it into the parking structure. Perverse incentive that transportation bureau is paid for by parking. We need to look at parking separately.

Valeria Ramirez: I'm curious why Portland hasn't adopted the vertical rack system that you see in other cities?

Dan Petrusich: Cost is a factor.

Katherine Schultz: There are three buildings that we have designed that have them in it. They can be 2 or 3 high.

Staff: They are not necessarily cheaper. There are some in the city, but we have heard some issues about everybody coming at the same time and wanting to use them, which creates a line up.

Valeria Ramirez: I have to say that I'm not a fan of parking structures. I think it is part of the problem of the dead zone in the south downtown area. Also, I know it's not a popular topic, but parking is too cheap in this city. If you go to Seattle you pay four times as much for parking.

Hermann Colas: Lew touched on what I think. The reason we are looking at not having cars in the city at all is based on the environment. Electric cars are on their way and they will still need a place to park. Inter-modal transportation is an aspect that we are not paying attention to in terms of technology. Street lights all over the place, but those are only for automobiles. I think we need to look into what kind of ways we can get lighting systems, security lighting systems to accommodate everything that we are trying to accomplish.

Jane Yang: A lot of people come here to work but don't live here because the cost of living is too high. If we are going to think about raising the cost of parking it will affect the people working here but living outside of downtown. We need to develop carpooling policies. Not everybody can bike. We have a lot of people on the road with empty seats.

Karen Williams: Broadway cannot be everything to everybody. It seems to be a place where we are trying to put everything. Trying to turn onto or off Broadway in a vehicle with bicycles and pedestrian traffic is difficult. The mix of uses creates congestion and safety issues.

Susan Anderson then raised a challenge for SAC members. One of the things that we have done for 40 years is think a lot about the structural changes we need to make around roads, bike ways etc., but how do we change behaviors? How can we use what we have rather than build build build? We don't have enough money for transit. Should the city somehow be paying

for transit, should the County or private agencies do it? Real challenge is to think about political changes, financial tools or behavioral changes to get the same out of what we have.

Public Comment

Steve Oppenheim: I have owned a small business on east side of town since 1977. I was involved in the First Central City Plan. At that time one of the primary goals of the group was to keep Portland from becoming a dead zone like Dallas, Texas. Please try to make Portland a live city throughout the day and night. One of the things in listening about parking and getting people out of cars that we need to consider is event parking. It's like a mini-rush hour in different parts of the city.

Kirstin asked in the interest of time if there were comments on any of the other maps.

Jeanne Galick: I have one comment on motor vehicle map. You have a big star around the Ross Island Bridge. We have a plan in place, the South Portland Circulation Study, to address much of the problem of this congestion and it would open up a lot of potential for residential development and businesses. I would really like you guys to look at it again. It is a major problem down there. Land use is addressed down there and opens up the potential acreage for development.

Staff: That plan has been updated to the North Macadam Strategy. We need to form a partnership with ODOT to look at this area together. It's a win-win. We want to be consistent with that plan, but we need to work on implementable solutions with ODOT.

Cori Jacobs: You have Morrison listed as a bikeway. I'm not sure how you would do this. There is a lot going on there now.

Jane Yang: We should consider ways to attract more diversity. It is really hard to get diverse people to come to Portland. Chinatown could be more fabulous.

Keith Liden: On the motor vehicle map, I hope that part of the conversation about the freeway and I-405 is the effect it has on the local streets. Some are used essentially as a cloverleaf to get around. Looking at the guiding principles, for pedestrians there is a specific comment about dealing with barriers. You sort of say it on the bike piece but you don't really say it. Please reinforce the big barriers like I-405.

Co-chair **Karen Williams** thanked everyone for coming and for thinking so hard and so well.

The meeting adjourned at 8:23 pm.

WQSAC COMMENTS

October 21, 2013

Wendy Rahm

Portland, OR 97205

I remain dismayed by the top down, staff driven draft that ignores public input given by many residents of the West End who made an effort to provide comments on what they wanted to see for the West End, suggestions they believed would make the West End a more attractive, livable place for residents (i.e., a park) and a better foundation for the businesses they want to see thrive in the area. Whereas Goose Hollow, the Pearl, OldTown/Chinatown had multiple-day charrettes, the West End merited only two very brief (less than 2 hour) sessions and even then, the comments provided at those sessions do not appear in this draft plan. Residents' comments disappeared. The West End has disappeared, cut into two parts. Yet this area is full of residents, especially low income residents who typically have no voice in these affairs. The heights being proposed will not only motivate the destruction of the livable human scale and historic buildings, it will motivate the destruction of those affordable housing units as well. Does the committee know what these historic buildings are or how many there are? Can the Plan include some policies and suggestions to protect the historic buildings in the West End? If we don't do it during this process, when would we do it?

I hope this committee has read the Oregonian articles by Michael Mehaffey and Suzanne Lennard and by a presumptuous Vancouver BC resident who attempted but failed to rebut their article and recommended that Portland become just like Vancouver. In addition, I hope this committee has also read the comments posted on the website for each article. They include important points: one is by the Mayor of Carmel, Indiana, who points out that mid-rise, human scale development is attracting corporate headquarters from California to relocate there; another is by Mr. Mehaffey who discusses well researched and evidence-based counter arguments to the Vancouver resident; another invokes the Jane Jacobs-Robert Moses debate, pointing out that if City planners have read Jane Jacobs, they have laid her principles aside. Instead they are planning from high in the sky, where people become nearly invisible specks, where building heights are like Robert Moses freeways, potentially mowing down swaths of the West End and its history, taking with it what makes Portland unique.

The proposed building heights in the West End should not be approved. They should be lowered to mid-rise equivalents to preserve livability, the area's human scale, and the authentic historic quality of the West End, an authenticity that scholars including Richard Florida have pointed out is what attracts the coveted creative class and economic vitality. Losing this strong brand would be short-sighted and poor long-range planning. People live in the mixed-use West End. You should want that to continue.

Revised Public Comment

WQ SAC Meeting

Monday October 24th

Suzanne Lennard: Thank you. That is a relief to me. I have spent 35 years studying pedestrian areas and how to make them successful. Successful pedestrian zones require the presence of many different elements. In the US there have been many efforts to create pedestrian zones and most have failed because they were based on a model of a pedestrian shopping mall: the range of building uses were too narrow, they did not have an adjacent residential population so the streets became dead at night, the street facades did not provide enough diversity, there were not enough open and active building uses in the evening, not enough diversity and interest in the scale of the urban spaces, no semi-enclosed places that invited people to linger, and often the scale of the buildings was too large, etc., etc. I would hate Portland to spend a lot of money to create a 'commercial pedestrian mall' and end in failure. Don't get me wrong – I am a great proponent of traffic-free public spaces, but they have to be in the right place and within the right building envelope. But what Portland could do to make Morrison and Yamhill more pedestrian-friendly without spending a fortune is to close some of the blocks to traffic on certain days during the hours when there is greatest pedestrian traffic (e.g. for Christmas shopping).

Statement for WQP-SAC
Oct 21, 2013

Michael Mehaffy
742 SW Vista Ave #42
Portland OR 97205

Biographical note: Michael Mehaffy is an international practitioner and researcher, co-author or contributing author to over 20 books, on the editorial boards of three international journals in urban design, and a visiting professor or instructor at five graduate schools in four countries.

Good afternoon, and thank you for the opportunity to speak -

I've been asked by a number of my neighbors to speak as a stakeholder on the West Quadrant Plan – I confess I've been remiss, because I've been more focused on urban practice and research outside of Portland, with a special interest in emerging international best practice. I can report that when it comes to the hot topic of tall buildings, on the one hand there is abundant cautionary research emerging, and on the other, there are a number of pervasive misconceptions, suggesting we should take a much more precautionary approach than we have to date.

I'll just mention one example. A fact-finding report of the UK House of Commons summarized the research literature and concluded, and I quote, "The proposition that tall buildings are necessary to prevent suburban sprawl is impossible to sustain. They do not necessarily achieve higher densities than mid or low-rise development and in some cases are a less-efficient use of space than alternatives." Unquote.

I'll only mention other well-deconstructed misconceptions, like the notion that tall buildings are more easily made into green buildings – the evidence doesn't support that – or that they increase affordability purely by creating supply – the evidence also doesn't support that. You can find detailed research citations on these issues in an article titled "more low-down on tall buildings" - just Google that phrase.

I'll also point out that there are ways to sculpt buildings to mitigate their impacts, and so far as I am aware, the plan has not yet really taken advantage of these opportunities, so I look forward to the opportunity to explore this.

I'll close by noting that this issue is a hot one for best practice globally, and there's troubling evidence that even in great cities like Paris, we're about to repeat many of the disastrous mistakes of the 1960s – mistakes that were devastating to our global urban heritage and sustainability. So it would be ironic indeed if Portland, which is internationally known as a splendid piece of livable urbanism, were to trade in its unique fine-grained, human-scaled assets, for a repeat of these same devastating mistakes.

Thank you very much.