



Draft Policy Language from the River Concept (2006)

The Portland City Council endorsed the River Concept in 2006 as a guide for the update of the Willamette Greenway Plan. Staff from the Bureau of Planning and Sustainability have proposed the following initial amendments to the Central Reach text as a starting place for the Symposium discussions. These amendments reflect:

- The appropriate level of policy for the Central City 2035 Concept Plan (*Some statements are more relevant for the quadrant plans and we'd be overstepping by considering them in this discussion. These appear in light grey type.*) and
- Adding statements from the River Concept area-specific narrative (*These are underlined*)

The Central Reach: The Region's Gathering Place

The Central Reach will continue to be a highly urban, regional center with a waterfront that is the city's main civic space and a regional attraction. Access to the river and public use of the waterfront will improve through new development and transportation improvements, eventually including changes to Interstate 5.

Clean and Healthy River

1. Opportunities to protect, conserve and restore fish and wildlife habitat will be explored and implemented through public and private actions. Mitigation required of public and private parties will improve habitat function.
2. Stormwater quality and quantity will be managed at the source where practicable, using approaches that suit the site conditions and the type of development. In the Central City this is often achieved through landscaping, stormwater swales, pervious pavement, and roof gardens.
3. Innovative bank treatments and plantings that allow for flood protection and fish and wildlife habitat will be achieved through public and private investment.
4. Riverfront and watershed actions achieved through public and private investments will improve water quality and help make the river swimmable.
5. Sustainable development practices will provide stormwater management and energy efficient design.

Prosperous Working Harbor

1. Brownfields and unoccupied sites will be recycled into productive use through public and private investments and partnerships.
2. Freeway congestion and at-grade rail crossings that hinder truck and rail movement will be addressed. In particular, the I-5 / I-84 interchange will be improved to operate efficiently.
3. The Central Eastside will continue to evolve, through private development, into a center for employment that includes a successful and innovative mix of new urban industries that complement the other industrial and employment districts in the Central City.

Portland's Front Yard

1. The reconfiguration of the I-5 / I-405 freeway loop to improve transportation functions and access for eastside businesses may provide the opportunity to create a signature civic space that better connects the east and west side waterfronts in the Central City. In the interim, short-term improvements will strengthen connections to the river and improve access and circulation in the adjacent industrial district.
2. The Central Eastside waterfront will grow as a hub for water recreation activities as new land-water connections are established.
3. The gaps in the existing greenway trail system on both sides of the river will be filled, making this continuous loop one of the Central Reach's most distinctive features.

4. The area long the river in the South Waterfront will have a unique combination of public parks and plazas, restored riverbanks for fish and wildlife, water recreation opportunities, and a riverfront trail. Connections between South Waterfront and neighborhoods to the west will be improved through a new pedestrian bridge over I-5 and other public investments.
5. The Centennial Mill riverfront will add to the waterfront park network. This may include redevelopment of the Centennial Mill buildings for public and/or private use.
6. New pedestrian bridges over the rail line will connect the Pearl and Northwest Districts to the river.
7. Pedestrian and bicycle routes through the Central Eastside, along with future Sullivan's Gulch Trail, will provide links among neighborhoods, the Eastbank Esplanade, Tom McCall Waterfront Park, and other parts of the Greenway Trail.
8. Implementation of the Waterfront Park Master Plan will improve the park and result in better access to the waterfront from downtown.

Vibrant Waterfront Districts and Neighborhoods

1. New commercial and residential uses will cluster around commercial corridors and bridgeheads in the Central Eastside.
2. South Waterfront will become one of Portland's most distinctive Central City neighborhoods with high density mixed-use towers, a riverfront trail in a wider greenway setback, green streets, and a possible river ferry stop.
3. The two sides of the river will be connected by a rich multi-modal transportation network, including auto, bus, streetcar, light rail, and pedestrian and bicycle links. A river ferry or taxi system would improve access between waterfront districts and neighborhoods.
4. A cruise ship terminal in the Central City would enliven the downtown area and create new revenue for the city.
5. The Rose Garden and Convention Center will serve as regional attractions.
6. The reconfiguration of the I-5 / I-405 freeway loop to improve transportation functions and access for eastside businesses may create an opportunity to reclaim the east side waterfront for civic space and stimulate a new waterfront district in the Central City.
7. Public and private investments in housing development around Ankeny Plaza and strong connections to Waterfront Park will infuse Old Town with new life and character.
8. The Rose Quarter waterfront will be redeveloped in a way that better connects adjacent neighborhoods to the river.
9. Investing urban renewal funds into the rehabilitation of historic unreinforced masonry buildings in the district will allow for intensification of production and distribution activities in the industrial sanctuary, bringing more employees to the Central Eastside.

Partnerships, Leadership, and Education

1. Relationships that foster positive change will be developed among property owners, businesses and business associations, neighborhood associations, environmental groups, recreation groups, cultural organizations, and agencies.
2. The City will strive to make its regulations flexible, streamlined, and cost-effective and work with other agencies to simplify the overall river related regulatory process.
3. The City will seek incentives, community partnerships, and facilitated development processes to encourage property owners and others to achieve the River Renaissance Vision.