

## N/NE Quadrant Project Scope and Topics of Other Studies

This document lists general topic areas that are within the scope of the N/NE Quadrant and I-5 Broadway/Weidler Plans and those that will be addressed by other projects or studies. More specific topics to be addressed by the N/NE Quadrant Project are identified in the Preliminary Issues, Opportunities, and Constraints report.

Topic	N/NE Quadrant Project Scope	Topics of Other Projects or Studies
<b>Land Use &amp; Urban Design</b>		
LU 1	Land Use & Urban Design	Identify land use and urban design/urban form issues in Lloyd and Lower Albina subdistricts, and the two study areas - Vancouver/Williams and NE Multnomah. Develop quadrant-specific land use and urban design policies and implementation tools consistent with direction from CC2035 and the Portland Plan. The planning effort will respond to opportunities related to light rail and street car facilities within the quadrant.
		Portland Plan will develop the strategic framework for the City of Portland.  CC2035 will develop the overall policy framework for the Central City, addressing economic development, housing, transportation, open space, and arts/civic/cultural policy issues.
LU 2	Growth	Seek to accommodate 2035 growth projections for population and employment in the study area.
		Metro Region 2040 established high-growth expectations for the Central City. Conversations on this topic will need to happen at the regional level.
LU 3	Housing	Develop detailed housing goals and policies within the study area.
LU 4	Zoning	Revisit, and as necessary, recommend changes to comprehensive plan and zoning designations, development standards, and design guidelines.
		The broader CC2035 project will evaluate the need for structural code changes regarding how zoning and development review works in the Central City.
LU 5	Rose Quarter	Coordinate with the Rose Quarter Development Project and integrate the resulting development strategy with the rest of the N/NE Quadrant Project to support success in both the Rose Quarter and the surrounding areas.
		The Rose Quarter Development Project is currently developing a detailed development strategy for the Rose Quarter.
LU 6	Willamette River	Coordinate with River Plan / Central Reach to identify land use/urban design issues and develop regulatory guidance for the Willamette Riverfront in the N/NE Quadrant within the Central Reach.
		River Plan / Central Reach will be developed as part of the CC2035 Plan. The River Plan will contribute policy guidance for the Willamette River. The policies and regulations adopted through the River Plan / North Reach (April, 2010) that apply to the riverfront in Lower Albina will not be revised through the N/NE Quadrant Plan or CC2035.
LU 7	EcoDistricts	Coordinate with the Portland Oregon Sustainability Institute (POSI) and Lloyd Green on the policy framework for EcoDistricts.
		EcoDistricts study is led by POSI, which has identified the Lloyd District as a pilot project. Lloyd Green is the active association in the Lloyd District pursuing EcoDistrict formation.

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<b>LOCAL TRANSPORTATION</b>			
LT 1	Purpose	Identify multi-modal transportation issues in the Lloyd and Lower Albina subdistricts, and the two study areas-Vancouver/Williams and NE Multnomah. Consider strategies to reduce single occupancy vehicle trips in the district.	The Central City Transportation Management Plan (CCTMP) will be updated as part of CC2035. Recommendations from the N/NE Quadrant Plan may lead to amendments to the City's Transportation System Plan (TSP).
		The Regional Transportation Plan 2035 forecast will be the basis for the transportation analysis for the N/NE Quadrant Project.	The CCTMP will revise and, if needed, recommend changes to Central City wide transportation policies.
LT 2	Regional Trails (Sullivan's Gulch Trail & The Willamette River Greenway Trail)	The N/NE Quadrant Plan will coordinate with and recognize the future general alignment for the Sullivan's Gulch Trail and will coordinate with Parks to update the alignment of the Willamette River Greenway Trail as necessary.	This Plan will not determine the specific location for the Sullivan's Gulch Trail, which is a separate project led by the PBOT and Parks.
			The North Portland Greenway Trail Alignment Project is a Parks project that will determine the alignment for segments of the North Portland Greenway Trail.
LT 3	Transit	Identify transit needs in the Quadrant, including potential transit "hubs", and conceptual long-term improvements to the Rose Quarter Transit Center.	This plan will not result in a resolution on the Rose Quarter Transit Center. The project will study some of the major transportation issues in the area and identify some overall direction for long term improvements, but will not recommend a solution.
		The N/NE Quadrant Plan may influence, but will not determine, the alignment of the next streetcar line.	The Streetcar System Concept Plan calls for potential streetcar routes through the quadrant. To determine feasibility and choose a route, a separate alternatives analysis is needed.
LT 4	Local Transportation System	Consider street hierarchy and conceptual level design approaches to different streets in the study area.	No major expansion in local auto capacity. Central City policy calls for prioritizing non auto improvements to meet Central City economic development and livability goals.

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<b>FREEWAY TRANSPORTATION</b>		
F1	Improvements to I-5 Consider improvements to address capacity, operations, and safety issues on I-5 from I-84 to I-405. Improvements will be developed based on the current fiscally constrained Regional Transportation Plan (RTP) forecast for the Region.	Planning Beyond the 2035 Horizon is not a part of this Plan.
	Acceptable parameters on which alternative improvement proposals will be evaluated will include: engineering, safety, operations and whether the state can fund the proposals during the current process. Promising proposals that may be beyond the scope of this process will be considered when discussing a more comprehensive solution.	More comprehensive solution for freeway issues will be determined at a later date. No timeframe for a comprehensive study has been determined. Moving the Eastbank Freeway is not feasible during 2035 time frame.
	Focus on safety improvements to reduce the number of crashes. Focus improvements on the Broadway/Weidler Interchange on and off ramps, ramp spacing and connections to the local arterials.	
	Focus on modest improvements - to avoid any major (corridor wide) ROW impacts. Therefore, the ROW requirements will be more localized for a specific need. Particular attention will be paid to the urban context of the area and avoiding impacts on key historic/cultural sites.	
	Use flexibility in design standards to accept more than two hours of Level F congestion, if improvements will improve safety and operations on the freeway	The N/NE Quadrant Plan will be prepared pursuant to the RTP. The Columbia River Crossing Study is a long-term, comprehensive plan to address safety and congestion between Marine Drive and SR 500. CRC will replace the I-5 bridge (with tolling) over the Columbia River and extend light rail to Vancouver. I-5 improvement are needed in our study area with or without the CRC. Traffic volumes on I-5 in this section are not substantially different with or without the CRC, as defined in the EIS.

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F1	Improvements to I-5 (continued)		This Plan will not determine tolling. The 2007 Oregon legislature directed the Oregon Transportation Commission (OTC) to develop tolling policy recommendations for a consistent framework and foundation on which to develop, implement and evaluate potential projects.
F2	High Speed Rail	The N/NE Quadrant Plan will monitor the Oregon High Speed Rail Study for potential action items for the N/NE Quadrant. The rail study will also be monitored for potential action items for CC2035, Portland TSP, and other related plans.	The N/NE Quadrant Plan will not determine High Speed Rail. The ODOT Rail Division is developing a High Speed Rail Plan for service improvements including one-way travel time under two hours, six round trips per day and increasing on-time performance to 95% between Eugene and Portland.
<b>INTERFACE TOPICS (Between Local Transportation and Freeway or Transportation and Land Use)</b>			
INT 1	Bicycle and Pedestrian Routes	Enhance pedestrian and bicycle routes and access to trails. Retain and enhance pedestrian and bicycle connectivity throughout the Quadrant including west-east access across the freeway. Help implement the City's Bicycle Master Plan.	Plan recommendations may lead to amendments to the City's TSP and Pedestrian Master Plan and Bicycle Plan for 2030.
		The N/NE Quadrant Plan will coordinate with the PBOT Bikeway Development project.	Some bicycle improvements in the study area will be addressed as part of the PBOT Bikeway Project Development project.
INT 2	Freight Movement	Improve freight movement. Focus on improving the truck reliability (low frequency of incidents), and the improvement of turning, stopping and other movements for freight vehicles on key freight routes and freight districts.	Plan recommendations may lead to amendments to the City's TSP and Freight Master Plan.
		Improve freight access to the freeway and industrial areas.	The improvement of freight rail is beyond the scope of this project as the infrastructure is privately held.

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INT 3	Climate change and air quality	Analyze plan proposals for potential climate and greenhouse gas (GHG) impacts. This Plan will not directly address regional climate change and GHG issues.	Other efforts will develop regional and statewide climate change and greenhouse gas (GHG) strategies. The 2010 Oregon Legislature passed a statewide, comprehensive bill aimed at reducing GHG emissions from transportation. That effort will involve coordinating and consulting with stakeholders, local governments, Metropolitan Planning Organizations (MPOs) and other state agencies to develop a state-level strategy to reduce GHG from transportation.
		Transportation alternatives analysis for the Quadrant will include modeling of alternative land use and transportation concepts on vehicle miles traveled, greenhouse gas emissions, air quality, and impacts on Central City land use and transportation. The modeling will be coordinated with that done for the broader CC2035 process.	CC2035 will include GHG and air quality modeling in the policy analysis of land use and transportation relationships.
INT 4	Parking	Examine parking strategies for the N/NE Quadrant planning area that support existing land uses and new development, while encouraging the use of alternative transportation modes, including proximity to transit, demand management strategies, bicycling, and proximity to housing. Identify parking issues to be addressed as part of the CC2035/CCTMP process.	The CCTMP will be updated as part of CC2035, and will revise and, if needed, recommend changes to Central City wide transportation policies, including parking.