

ORDINANCE No.

Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

General Findings

1. In 1972, the Portland City Council adopted the *Planning Guidelines/Downtown Plan* as a policy statement to guide public and private decision-making in the Downtown area (adopted Motion on agenda item 3958, December 28, 1972). The plan addressed issues related to the loss of retail and housing, parking and the general character, livability and prosperity of Portland's downtown core. The plan included provisions to enhance the pedestrian environment, preserve and develop new housing, improve air quality, reinforce the retail core, preserve historic landmarks and districts, develop public transportation infrastructure, and recapture and reconnect the urban environment with the Willamette River waterfront. In 1980, the City Council updated and retitled the plan *Goals and Policies/Downtown Plan* (Resolution No. 32772).
2. Portland's first *Comprehensive Plan* was adopted by the Portland City Council in October 1980 and was acknowledged as complying with Oregon's Statewide Planning Goals by the Land Conservation and Development Commission (LCDC) in May 1981. The 1980 *Comprehensive Plan* was again deemed in compliance with the Statewide Planning Goals at the conclusion of Portland's first Periodic Review in January 2000. The 1980 plan was also incrementally updated by post-acknowledgement plan amendments through November 2011. In June 2016, as part of Task IV of Portland's second Periodic Review, the Portland City Council completely replaced the 1980 plan by the adoption of Portland's new *2035 Comprehensive Plan*, but delayed the effective date of the new plan to allow the LCDC sufficient time to review and acknowledge the new plan. During the delay between adoption and effect, the 1980 plan continued to serve as the City's comprehensive plan. Portland's *2035 Comprehensive Plan* was acknowledged by the LCDC as complying with the Statewide Planning Goals on _____ and became effective on _____. Because this ordinance is adopted after the effective date of the *2035 Comprehensive Plan*, its provisions are gauged against the applicable provisions of the *2035 Comprehensive Plan* rather than the 1980 plan.
3. In 1988, the City Council adopted the *Central City Plan*, which expanded the approach of the *Downtown Plan* to areas north of East Burnside (the Pearl and Old Town/Chinatown districts), west and south of Interstate 405 (the Goose Hollow and South Waterfront districts), and to the east bank of the Willamette River to capture the Lower Albina, Lloyd, and Central Eastside districts (Ordinance No. 160606 and Resolution No. 34417). This plan addressed the preservation and development of new housing, expansion of transit and other

multi-modal improvements, enhancement of the Willamette River waterfront, the role of social services and affordable housing and environmental health, among other critical issues.

4. In 1987, the City Council adopted the *Willamette Greenway Plan* (Ordinance No. 160237). This plan implements and is consistent with Statewide Planning Goal 15, Willamette River, for the city of Portland. The plan includes goals, objectives, mapped boundaries with an inventory of property characteristics, zoning map and code regulations and special design guidelines that apply to properties along the river, and a list of public acquisition areas. In October 2014, the City Council adopted an update to Portland's Statewide Planning Goal 15 inventory: the *Willamette River Greenway Inventory* (Ordinance No. 186858).
5. Following adoption and implementation of the *Central City Plan*, subsequent plans amended the policy and regulatory framework of the plan. These plans include, but are not limited to: *University District Plan* (1995); *River District Plan* (1995); *Goose Hollow Station Community Plan* (1996); *Downtown's West End* (2002); *South Waterfront Plan* (2002); and *North Pearl District Plan* (2008). These plans also provided the opportunity to address new and emerging issues not addressed by the Downtown and Central City plans, such as stormwater management, the enhancement of endangered species habitat, green building design, family compatible housing supply, and the role of bike and pedestrian infrastructure to support active transportation alternatives.
6. In 1995, the City Council adopted the *Central City Transportation Management Plan* (Ordinance No. 169535 and Resolution No. 35472). This plan amended the Central City's transportation and parking policies and regulations in order to maintain air quality, promote economic development, support an efficient transportation system and encourage the use of alternative modes of travel.
7. Recognizing a need to create a new long-range plan for the Central City, the Bureau of Planning and Sustainability, in collaboration with other City bureaus and public agencies, initiated the Central City 2035 Plan project (CC2035) in 2010. The goal of the project was to create a comprehensive new policy and regulatory framework for the Central City, including the Central Reach of the Willamette River, taking into consideration new and emerging issues such as sustainable development, climate change, resiliency and equity.
8. The first product was the *Central City 2035 Concept Plan*, which provided an overarching policy framework intended to guide the development of subsequent, more detailed quadrant plans, as well as associated updates to the Portland Zoning Code, *Willamette Greenway Plan* and *Transportation Systems Plan* (TSP). The *Central City 2035 Concept Plan* contained a new vision statement identifying the Central City as a regional asset and a center of "Innovation and Exchange." The plan also contained goals and policies addressing the following topics: Regional Center – Economy and Innovation; Housing and Neighborhoods; Willamette River; Urban Design; and, Health and the Environment. Lastly, the plan contained an Urban Design Concept and Framework. This plan was adopted by City Council on October 24, 2012 (Resolution No. 36970).

9. On October 25, 2012, Council adopted the *N/NE Quadrant Plan* (Resolution No. 36972). This was the first of three quadrant plans that would provide more detailed and specific land use, urban design, and transportation policies and implementing actions, including potential zoning proposals, for specific parts of the CC2035 plan area. The *N/NE Quadrant Plan* covered the Lloyd and Lower Albina districts. This plan, created in partnership with the Oregon Department of Transportation (ODOT), also included the *I-5 Broadway/Weidler Interchange Improvements Facility Plan*, which identifies improvements to safety and operations on the Interstate 5 freeway and multimodal local transportation facilities in the vicinity of the Broadway/Weidler interchange.
10. On March 5, 2015, Council adopted the *West Quadrant Plan* (Resolution No. 37115). This plan provided more detailed and specific land use, urban design, and transportation policies and implementing actions, including potential zoning proposals, for the western half of the Central City. One of the outcomes of this plan was a reorganization of the area into seven districts, including: Downtown; West End; Goose Hollow; Pearl District; Old Town/Chinatown; South Waterfront; and, University District/South Downtown.
11. On July 29, 2015, Council adopted the *Southeast Quadrant Plan* (Resolution No. 37147), which focused on the Central Eastside District. As with the other plans, it addressed land use, urban design, and transportation, and also expanded the Central City to include the new Clinton Station Area located on the far southeast corner of the plan area.
12. The *Concept Plan* and three quadrant plans also contained policy guidance and other recommendations for a comprehensive update of the *Willamette Greenway Plan* for the Central Reach of the Willamette River.
13. Guided by the policies, urban design diagrams, code concepts and other elements of the *Concept Plan* and three quadrant plans, the Bureau of Planning and Sustainability, in collaboration with other City bureaus, developed the *Discussion Draft Central City 2035 Plan*, released for public review on February 8, 2016. Additional guidance for the development of the *Discussion Draft Central City 2035 Plan* came from the *Central Reach Urban Design Concept* (2014), updates to the Natural and Scenic Resource inventories (2015), the *Central City Floor Area Ratio Bonus and Transfer Study* (2015), and other studies. A review period of approximately four months included open houses and presentations to interested groups, organizations, and appointed commissions. Written and verbal comments and proposed amendments were reviewed and considered by staff.
14. The *Proposed Draft Central City 2035 Plan* was released on June 20, 2016 for review by the public and the Portland Planning and Sustainability Commission (PSC). The PSC conducted an extensive review and plan revision process, including public hearings on July 26 and August 9, 2016 and work sessions on September 27 and November 16, 2016 and January 10, January 24, February 14, February 28, March 14, April 11 and May 23, 2017. The PSC voted on May 23, 2017 to forward to City Council their *Recommended Draft Central City 2035 Plan*.

15. On June 20, 2016 notice of the *Proposed Draft Central City 2035 Plan* was mailed to the Department of Land Conservation and Development in compliance with the post-acknowledgement review process required by OAR 660-18-020.
16. On June 24, 2016, a notice of the July 26, 2016 Planning and Sustainability public hearing on the *Proposed Draft Central City 2035 Plan* was sent to the project's mailing list, individuals and organizations who requested such notice, and other interested parties.
17. On June 24, 2016, approximately 21,000 notices of the *Proposed Draft Central City 2035 Plan* and Planning and Sustainability Commission hearing were sent to all property owners potentially affected by proposed zoning map and code changes, as required by ORS 227.186. Property owners received a separate notice for each property potentially affected by the proposal.
18. On June 22, 2017, BPS published the Planning and Sustainability Commission's *Recommend Draft Central City 2035 Plan*. The plan contains the following elements:
 - Volume 1, Goals and Policies. This document includes the policies and goals for the Central City as a whole, and each individual district within the Central City. The document also contains a vision statement and urban design concept diagrams. Volume 1 is attached as Exhibit B. The urban design diagrams will be adopted by a separate Resolution.
 - Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District. This document includes amendments to Title 33, Planning and Zoning, that implement the land use and transportation policies of the plan. It also contains amendments to the Comprehensive Plan Map and official Zoning Map for the CC2035 plan area. Volume 2A, Part 1 is attached as Exhibit C.
 - Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails. This document includes amendments to Title 33, Planning and Zoning, related to the Central Reach of the Willamette River, along with miscellaneous citywide code amendments related to trails, definitions and measurements. It also contains amendments to the overlay zones shown on the official Zoning Map. Volume 2A, Part 2 is attached as Exhibit D.
 - Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic Overlay Zones. This document includes amendments to Title 33, Planning and Zoning, and the official Zoning Map related to the environmental and scenic resource overlay zones. These amendments apply outside the Central City and will be adopted by a separate ordinance.
 - Volume 2B, Transportation System Plan Amendments. This document includes amendments to the Transportation System Plan, including amendments to policies, project and study lists, and street classification maps. The document also includes the *Portland Central City Multimodal Mixed Use Area Agreement between the City of*

Portland and the Oregon Department of Transportation, dated June 15, 2016. Also included is a letter dated June 15, 2016 from the Oregon Department of Transportation to the Portland Bureau of Transportation providing written concurrence with the designation of the Central City as a Multi-Modal Mixed-Use Area (MMA), subject to City adoption of the agreement. Volume 2B is attached as Exhibit E.

- Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation. This document includes a summary of the Scenic Resources Inventory, a summary of the Economic, Social, Environmental and Energy analysis, and a description of the zoning code changes and maps that implement the CC2035 Scenic Resources Protection Plan. Volume 3A, Part 1 is attached as Exhibit F.
- Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory. This document is an updated inventory of views, viewpoints, view streets, scenic corridors, focal points and scenic sites in the Central City and an updated inventory of views and viewpoints surrounding the Central City for which buildings in the Central City could block the view. The inventory includes maps and descriptions of the location, geometry and relative quality of the scenic resources. Volume 3A, Part 2 is attached as Exhibit G.
- Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis. This document includes a trade-off analysis of the relative economic, social, environmental and energy consequences associated with different levels of scenic resources protection. This document includes maps and descriptions of the recommendations to protect specific scenic resources. Volume 3A, Part 3 is attached as Exhibit H.
- Volume 3B, Willamette River Central Reach Natural Resources Protection Plan. This document presents an overview of the regulatory context for the river, an inventory approach and methodology, an analysis of protection options and recommendations, inventory results, and implementation tools. Volume 3B is attached as Exhibit I.
- Volume 4, Background Materials. This document references a number of background reports and documents used to develop the *Central City 2035 Plan*, including the *CC2035 Concept Plan*, the three quadrant plans, and other studies and planning documents. Volume 4 is attached as Exhibit J.
- Volume 5A, Implementation: Performance Targets and Action Plans. This document includes performance targets that provide aspirational objectives by which to measure progress towards achieving the goals and policies of the *Central City 2035 Plan*. This document also includes action items that describe future projects and programs that will help implement the goals and policies of the plan. The performance targets and action items in Volume 5A will be adopted by a separate Resolution.
- Volume 5B, Implementation: The Green Loop. This document contains the Green Loop Concept Report, describing a proposed six-mile linear park that invites residents,

employees, and visitors to experience the Central City by foot and by bicycle. The document includes key objectives, alignment options, design principles, and precedents of how the concept could be realized. Volume 5B will be adopted by a separate resolution.

- Volume 6, Public Involvement. This document presents a summary of public engagement activities during the CC2035 planning process, an outreach activities log, and materials related to an ethics complaint regarding the *West Quadrant Plan*. Volume 6 is attached as Exhibit K.
19. A public notice of the September 7, 2017 Portland City Council public hearing on the *Central City 2035 Plan* was sent on August 23, 2017 to the project's mailing list, those who testified to the Planning and Sustainability Commission, individuals and organizations who requested such notice and other interested parties.
 20. The Central City 2035 Findings of Fact Report, attached as Exhibit A, includes additional findings demonstrating consistency with the State-wide Planning Goals, Metro Urban Growth Management Functional Plan, and the City of Portland 2035 Comprehensive Plan.

NOW, THEREFORE, the Council directs:

- a. Amend the *2035 Comprehensive Plan* to add the goals and policies of the *Central City 2035 Plan*, as shown in Exhibit B (Volume 1, Goals and Policies).
- b. Amend Policy 9.51, Multimodal Mixed-Use Area, and Figure 9-2 of the *2035 Comprehensive Plan*, as shown on pages 36 and 37 of Exhibit E (Volume 2B, Transportation System Plan Amendments).
- c. Amend the Comprehensive Plan Map as shown on page 507 of Exhibit C (Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District).
- d. Amend the official Zoning Map to apply base zones as shown on page 503 of Exhibit C (Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District).
- e. Amend the official Zoning Map to apply overlay zones as shown on pages 188 to 202 of Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails).
- f. Amend Title 33, Planning and Zoning, as shown in Exhibit C (Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District) and Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails).
- g. Amend the *Transportation System Plan*, as shown in Exhibit E (Volume 2B, Transportation System Plan Amendments).

- h. Adopt the Central City 2035 Scenic Resources Protection Plan, contained in Exhibit F (Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation), Exhibit G (Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory) and Exhibit H (Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis).
- i. Adopt the Natural Resources Inventory of the Willamette River Central Reach Natural Resources Protection Plan, contained in Exhibit I (Volume 3B, Willamette River Central Reach Natural Resources Protection Plan).
- j. Adopt the *Portland Central City Multimodal Mixed Use Area Agreement between the City of Portland and the Oregon Department of Transportation*, dated June 15, 2016, as shown on pages 33 to 36 of Exhibit E (Volume 2B, Transportation System Plan Amendments).
- k. Adopt Exhibit A (Central City 2035 Findings of Fact Report), Exhibit J (Volume 4, Background Materials) and Exhibit K (Volume 6, Public Involvement) as further findings.
- l. Adopt the code commentary in Exhibit C (Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District) and Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails) as legislative intent and further findings.
- m. Adopt Chapter 4: Analysis of Protection Options and General Recommendations, and Chapter 5: Results of Exhibit I (Volume 3B, Willamette River Central Reach Natural Resources Protection Plan) as further findings.
- n. The *Central City 2035 Plan* elements adopted by directives a. through m., above, repeal and replace the following:
 - 1. The *Planning Guidelines/Portland Downtown Plan*, adopted by City Council in December 1972, as updated.
 - 2. Ordinance No. 160606, as amended, which adopted the *Central City Plan* goals and policies.
 - 3. Resolution No. 34417, as amended, which adopted the *Central City Plan* action charts, functional maps and urban design plans.
 - 4. Ordinance No. 169535, as amended, which adopted the goals, policies and objectives of the *Central City Transportation Management Plan*.
 - 5. Resolution No. 35472, which adopted the action items and other components of the *Central City Transportation Management Plan*.

6. Resolution No. 36970, which adopted the *Central City 2035 Concept Plan*.
 7. Resolution No. 36972, which adopted the *N/NE Quadrant Plan*.
 8. Resolution No. 37115, which adopted the *West Quadrant Plan*.
 9. Resolution No. 37147, which adopted the *Southeast Quadrant Plan*.
- o. Amend Ordinance No. 160237, as amended, to no longer apply the provisions of the *Willamette Greenway Plan* within the Central Reach River Overlay Boundary as shown on Map 475-1 on page 76 of Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails).
 - p. Amend Ordinance No. 163957, as amended, to no longer apply the provisions of the *Scenic Resources Protection Plan* (1991) to the areas shown on Map 1 on page 6 of Exhibit F (Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation).
 - q. Amend Ordinance No. 186858 to no longer apply Map 6 and Map 7 of the *Willamette River Greenway Inventory* (2014) within the Central Reach River Overlay Boundary as shown on Map 475-1 on page 76 of Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails).

Section 2. Effect

The directives of this ordinance will take effect on March 1, 2018.

Section 3. Severability

If any section, subsection, sentence, clause, phrase, diagram or drawing contained in this ordinance, or the map, report, inventory, analysis, or document it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the map, report, inventory, analysis, or document each section, subsection, sentence, clause, phrase, diagram and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Passed by the Council:

Mayor Ted Wheeler
Prepared by: Troy Doss and Nicholas Starin
Date Prepared: August 16, 2017

Mary Hull Caballero
Auditor of the City of Portland
By

Deputy

IMPACT STATEMENT

Legislation title: Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

Contact name: Rachael Hoy, Bureau of Planning and Sustainability

Contact phone: 503-823-6042

Presenter name: Rachael Hoy, Bureau of Planning and Sustainability

Purpose of proposed legislation and background information:

This ordinance adopts major elements of the *Central City 2035 Plan* (CC2035), the culmination of a multi-year effort to comprehensively update the 1988 *Central City Plan*. The plan's goals, policies, zoning regulations and other implementation measures provide a comprehensive framework to guide public and private decision-making, investments, and development in Portland's Central City over the next 20 years. Informed by the City Council-adopted *Central City 2035 Concept Plan* and the N/NE, West and Southeast quadrant plans, as well as other studies, the *Central City 2035 Plan* amends the recently adopted *CC2035 Comprehensive Plan*, *Transportation System Plan*, *Willamette Greenway Plan* and other City policy and regulatory documents, including the official Zoning Map and Title 33, Planning and Zoning. Some elements of the plan are being adopted by separate ordinances and resolutions. See the general findings of this ordinance for a more detailed description of the plan's elements and means of adoption.

Financial and budgetary impacts:

Goal and Policy Amendments

The goals and policies of the plan (contained in plan Volume 1) are intended to inform future planning and investments by the City. They do not amend the budget, make any changes to appropriations, or authorize additional spending at this time. Adopted as amendments to the *2035 Comprehensive Plan*, the policies are applied in an "on-balance" manner to land use and growth-related decisions over a 20-year timeframe. As such, the financial impacts are long-term in nature. Further action by City Council is needed before any specific policy is translated into action.

Scenic and Natural Resources Protection Plans

The plan includes protection plans and inventories of Central City scenic and natural resources (see Volume 3A, Parts 1-3 and Volume 3B). They do not amend the budget, make any changes to appropriations, or authorize additional spending at this time. Both reports make recommendations to manage scenic and natural resources over the long-term. Individual projects would be determined by the bureau that owns or manages affected property and budgets would be reviewed at that time.

Transportation System Plan Amendments

The plan includes changes to the Portland Bureau of Transportation's *Transportation System Plan* (TSP) list of major projects (see Figure 2 of plan Volume 2B). The fiscally-constrained list of projects adds up to \$47 million, spread over 20 years. Future decisions regarding TSP project funding and implementation will be made as part of separate PBOT budget requests.

Zoning Code and Map Amendments

The zoning map and code changes support the "Centers and Corridors" growth strategy of the *2035 Comprehensive Plan* (see plan Volume 2A, Parts 1 and 2). The plan's zoning provisions support the highest density of jobs and housing in the region within the Central City. Broadly, this supports an efficient land use pattern by concentrating growth in a centralized area that is already well served by existing public facilities (transit, pedestrian and bicycle facilities, sewer, water, parks, etc.). This helps reduce long-term costs associated with absorbing growth.

The plan allows for approximately 30 percent of Portland's forecasted population growth over the next 20 years, on just 3 percent of its land area—a gain of about 38,000 new households and 51,000 jobs. This is an efficient use of land and leverages existing infrastructure, which has financial benefit because infill development within the Central City requires a lower level of public facility investment than the same number of units accommodated through growth in less well-served areas or through expansion of the Urban Growth Boundary (UBG).

Fiscal impacts from implementation of the amended zoning code and maps could include changes to the costs of administering the amended code versus the previous code. Zoning Code implementation costs are largely supported by development review fee revenue rather than general funds, so, broadly speaking, additional costs to the City are expected to be minimal. There may be costs associated with training to familiarize BDS and other City bureau staff with the new regulations, as well as related costs such as creating new submittal forms, etc. Some code provisions, including the Central City parking regulations and regulations related to the Willamette River, have been streamlined and could result in reduced administration costs.

A new affordable housing "fee-in-lieu" FAR bonus will require the set-up of an affordable housing fund in the Portland Housing Bureau. Ongoing administration of the program is expected to be funded through the proceeds received from developers utilizing the bonus. A new FAR transfer for historic resources will also require programmatic set-up within BDS and the development of revised forms and procedures, including seismic upgrade agreements with property owners.

Community impacts and community involvement:

In the broadest sense, the new policy framework created by the CC2035 Plan will impact all Portlanders over time, especially those who live, work and visit the Central City. As part of the coordinated growth strategy embodied in the new *2035 Comprehensive Plan*, the *Central City 2035 Plan* will have an impact on the type, location and scale of residential and commercial development, as well as the ways that people will get around in the future.

Primary impacts occur when new public facilities are built as a result of the plan, when land use changes occur, and when new development is directly shaped by the plan's provisions. One example is the new "green building" zoning code provisions—future Central City buildings are expected to be more energy efficient and have reduced negative impacts on climate change, human health and wildlife. Another example is the plan's comprehensive revision of the FAR transfer system to prioritize affordable housing—this is anticipated to increase the city's supply of affordable housing units, thus improving the lives of those earning less than the area's median income. Because CC2035 is a long term, 20-year plan, many of its impacts will be gradual, and will have a larger impact on the youngest Portlanders.

The Central City 2035 planning process has included extensive public outreach. Volume 6 of the plan summarizes public involvement for the project prior to the release of the proposed draft. It includes a public engagement summary and an outreach log of activities. The planning process brought together thousands of people at outreach events and activities. Hundreds of Portlanders provided formal testimony to the Planning and Sustainability Commission and the City Council on the various projects that guided development of the plan. See Volume 6 for a description of the public outreach and engagement completed as part of the project.

The Outreach Activities Log provides an extensive list of events held or attended, with the organizations, dates and number of people in attendance. The log shows that CC2035 public outreach included engagement with:

- Community and interest-based organizations, e.g. Latino Network, Upstream Public Health, Urban League of Portland, Portland Commission on Disability Accessibility and Built Environment Committee, and Diversity and Civic Leadership Group;
- Neighborhood and business groups, e.g. Old Town/Chinatown Neighborhood Association, Lloyd District Community Association, Central Eastside Industrial Council and the Portland Business Alliance;
- Property owners, institutions, businesses, nonprofits representing diverse interests such as environment, urban design and transportation modes, etc.; and
- Governments, including the Confederated Tribes of the Grande Ronde, and public agencies such as the Oregon Department of Transportation, Portland Public Schools and TriMet.

Bureau of Planning and Sustainability staff anticipates testimony at the September 7, 2017 City Council hearing from property owners, residents, neighborhood and business groups, community and special interest groups, and others. Because the plan contains numerous policies and zoning proposals, a wide range of issues are expected to be raised in public testimony, both in favor of, and in opposition to, various plan elements. Some of the issues most likely to be raised include:

Building heights. The plan includes both increases and decreases in maximum building heights. Council can expect testimony calling for generally lower building heights in the Central City, particularly in the West End and Goose Hollow. Property owner testimony is also expected in opposition to height reductions in historic districts as well as other individual property-specific requests for increases.

Public views. Related to maximum building heights, testimony is expected on the designation and protection (through height limits) of public views. In particular, testimony calling for protection of views of Mt. Hood from the west side riverfront and the Tillikum Crossing is expected. Opposition to the proposed height decreases in the Central Eastside to protect these views is also expected. Similar issues will be raised regarding views of the Vista Bridge from SW Jefferson St.

Zoning. The plan proposes to rezone a number of areas from Central Residential (RX) to Central Commercial (CX), particularly in the West End and University District/South Downtown. CX-zoned areas with a residential development requirement are also reduced. Both of these changes are intended to provide additional development flexibility. Testimony both in favor of, and in opposition to, these changes is expected. Testimony from Central Eastside property owners requesting rezoning from IG1 to EXd is also anticipated.

FAR Bonuses and Transfers. The comprehensive overhaul of the bonus and transfer system to focus on affordable housing and seismic upgrade of historic buildings is likely to generate testimony, including opposition to the elimination of several existing bonuses including the ecoroof bonus and the public art bonus.

I-5 Broadway/Weidler Project. Testimony is expected in opposition to the I-5 Broadway/Weidler Facility Plan project included in the plan’s amendments to the Transportation System Plan projects list. The Planning and Sustainability Commission discussed removing this item from the project list on the basis that it is not aligned with the Climate Action Plan and Vision Zero and the trade-off costs compared to projects in other locations. The Commission voted 6-4 to retain the project in the plan, subject to several conditions (see Lloyd action item TR120 on page 144 of plan Volume 5A).

West Quadrant Plan SAC Complaint. The Portland Ombudsman Office received a complaint claiming that *West Quadrant Plan’s* Stakeholder Advisory Committee (SAC) members had not disclosed conflicts of interest during the course of the committee’s work. The Ombudsman Office recommended that BPS ask SAC members to complete a form to publicly disclose any potential conflicts before the CC2035 plan went to the Planning and Sustainability Commission and City Council. BPS complied with this request. Additional information about the complaint and the City’s response are contained in plan Volume 6.

Budgetary Impact Worksheet

Does this action change appropriations?

YES: Please complete the information below.

X NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount