

ORDINANCE No.

Amend Portland Zoning Code and South Waterfront Design Guidelines to improve process to implement the South Waterfront Greenway Development Plan and to update and correct several zoning provisions applicable to the South Waterfront subdistrict.
(Ordinance; Amend City Code Chapter 33)

The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. The *South Waterfront Code & Design Guideline Update Project* (ordinance) amends the Zoning Maps applicable to the South Waterfront subdistrict in a manner consistent with the Comprehensive Plan and Comprehensive Plan Map and the amendments do not change other land use regulations applicable outside the subdistrict. Thus, the following Comprehensive Plan goals, policies, and objectives are applicable to the amendments for the reasons stated below.
2. Portland Comprehensive Plan Goal 10, Plan Review and Administration, states that the Comprehensive Plan will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development. The amendments proposed by this ordinance update elements of the Central City Plan District applicable to the South Waterfront subdistrict and correct an existing error in the code as well as update the code to reflect existing conditions and changes that have occurred since 2002 when the *South Waterfront Plan* was adopted by City Council.
3. The *South Waterfront Greenway Development Plan – Phase I, Design Component*, adopted by Ordinance 36273 on December 8, 2004, directed the Bureau of Planning to “initiate a legislative process to codify the GMP (Greenway Master Plan, also known as Greenway Development Plan or GDP) as an option to greenway development standards of the South Waterfront sub-district of the Central City Plan District of the Portland Zoning Code.”
4. Ordinance 36273 also directed the Portland Development Commission (PDC), in consultation with a stakeholder advisory committee called the Partnership Group, to develop an implementation strategy to inform the final Greenway Master Plan process. Ordinance 36273 also directed that “an inter-bureau core team, including the Bureau of Planning, Portland Development Commission, Portland Parks and Recreation, Bureau of Development Services, with assistance from the Bureau of Environmental Services and Portland Office of Transportation, and stakeholders create a South Waterfront Greenway Master Plan for Council approval. The completed Master Plan will include a design component, implementation strategy and codification.” The amendments proposed by this current ordinance satisfy the codification portion of this directive and the ordinance includes other amendments consistent with Comprehensive Plan Goal 10, as stated above.
5. Beginning in 2005 and continuing through 2009, the Bureau of Planning (now Bureau of Planning and Sustainability or BPS) coordinated with the Partnership Group, the North Macadam Urban Renewal Advisory Committee, PDC, Parks, PBOT, BES, BDS, and the

Portland Design Commission, Portland Planning Commission, as well as other interested stakeholders, in the development of a revised process to codify the GDP option. This process was coordinated with the larger effort lead by PDC to create the Greenway Master Plan and the stakeholders identified above where are consulted in the development of the additional amendments proposed by this ordinance not related to the GDP option.

6. BPS also developed the amendments proposed by this ordinance through a series of public work sessions and briefings with Portland Development Commission and Partnership Group and North Macadam Urban Renewal Advisory Committee were periodically briefed on the progress of these public sessions with the Design Commission.
7. Technical advice was provided by representatives of state, regional, and city agencies that were consulted periodically throughout the planning process to provide input on regulatory and public facility service issues affecting or affected by the plan. These individuals also assisted in evaluating the technical aspects of the plan to determine the feasibility of plan proposals.
8. The *South Waterfront Code & Design Guideline Update Project* was published August 2009 and contained (1) Zoning Map Amendments; (2) Zoning Code Amendments; and, (3) amendments to the South Waterfront Design Guidelines and South Waterfront Greenway Design Guidelines.
9. The amendments proposed implement or are consistent with the Statewide Planning Goals, the Oregon Transportation Planning Rule, the Region 2040 Plan, the Metro Urban Growth Management Functional Plan, and the Portland Comprehensive Plan, as explained in this ordinance. These rules, policies, plans, provide a basis for the amendments and policies proposed by the plan.
10. On July 30, 2009, notice of the proposed action was mailed to the Department of Land Conservation and Development in compliance with the post-acknowledgement review process required by OAR 660-18-020.
11. As per Title 33.740.020, written notice of the September 17, 2009, Portland Design Commission public hearing on the *South Waterfront Code & Design Guideline Update Project* and updates to the *South Waterfront Design Guidelines* was mailed on August 14, 2008. Written notice of the September 22, 2009, Portland Planning Commission public hearing on the project was mailed on August 17, 2009. Notice required by ORS 227.186 was sent to all property owners potentially affected by proposed Zoning Map and Zoning Code changes on September 1, 2009.
12. On September 17, 2009, the Portland Design Commission held a hearing regarding the design-related issues of the proposed amendments as well as new development standard requiring the location of Retail Sales and Service Uses in the South Waterfront subdistrict. The Design Commission forwarded this package to the Planning Commission with a recommendation that they be adopted as presented.
13. On September 22, 2009, the Portland Planning Commission held a public hearing on the proposed amendments. At the hearing, the Planning Commission accepted public testimony, proposed Zoning Code amendments, and directed staff to amend the element of the proposal regarding the new development standard requiring the location of Retail Sales and Service Uses in the South Waterfront subdistrict. The amendment lifted a requirement that the

standard be applicable to two specific locations along the greenway, while retaining the requirement at two other greenway location and all landward locations shown on Map 510-21 of the Zoning Code. The project as amended was adopted by the Planning Commission and forwarded to City Council with a recommendation that the package of amendments be adopted as amended.

14. Written notice of the December 2, 2009, City Council public hearing on the *South Waterfront Code & Design Guideline Update Project* was mailed per title 33.740.030.B on November 6, 2009 to 798 people, including the city-wide legislative list and the project mailing list consisting of Partnership Group members, interested stakeholders, and those that have provided written or oral testimony at Planning and/or Design Commission public hearings, and self-selected citizens from open houses, emails, the project website, phone calls, etc.

Findings on Statewide Planning Goals

- * **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of these amendments has provided numerous opportunities for public involvement, including:
 - a) Project staff attended 16 Partnership Group meetings beginning in February 2, 2005 where the codification component of the Greenway Master Plan was discussed and began to evolve into a final series of amendments to implement the GDP.
 - b) Project staff also briefed members of the North Macadam Urban Renewal Advisory Committee (URAC) regarding the amendments as meeting held on August 9, 2007, April 10, 2008, and July 9, 2009. Staff was also attended numerous other URAC meetings to answer questions regarding this package of amendments as the package was being developed.
 - c) In coordination with the South Waterfront North District Partnership process, BPS staff attended meetings with the South Portland Neighborhood Association and Southwest Neighborhoods Incorporated to discuss how the *South Waterfront Code & Design Guideline Update Project* would propose amendments to address the street plan amendments proposed by the North District Partnership process and to introduce the other amendments proposed by the *South Waterfront Code & Design Guideline Update Project*.
 - d) On September 3, 2009, a public open house was held at the offices of BPS to present the amendments proposed by the *South Waterfront Code & Design Guideline Update Project* and answer questions and take additional public input on the amendments prior to the first public hearing on the package with the Portland Design Commission.
 - e) Due to increased interest in the project, a second open house event was held at the John Ross Tower in South Waterfront on September 9, 2009. The entire package of amendments was presented but the focus of the open house was on the new development standard requiring the location of Retail Sales and Service Uses in the South Waterfront subdistrict.

- f) During the development of the *South Waterfront Code & Design Guideline Update Project* a mailing list was produced for the project that included all people on the City of Portland's legislative mailing list, people on mailing lists for previous projects in South Waterfront, people on PBOT's mailing lists for South Waterfront, and people requesting to be on an expanded mailing list regarding projects in South Waterfront. The mailing list contains 293 people.
 - g) During the development of the *South Waterfront Code & Design Guideline Update Project*, BPS maintained a website that tracked the development of the NPDP. The site was one source of information announcing PAG meetings, open house events, the design charrette, and briefings, work sessions, and hearings with the Portland Landmarks, Design, and Planning Commissions. The web site also was used to post PAG meeting agendas, meeting minutes, project reports and other background documents.
 - h) During the development of the *South Waterfront Code & Design Guideline Update Project*, five briefings with the Portland Design Commission were held to provide background information on and take input on the development of the proposed amendments to the Zoning Code and *South Waterfront Design Guidelines*. Notices of these briefings were posted by the Bureau of Development Service and BPS as their web sites and members of the public were provided an opportunity to testify at each of these briefings.
 - i) During the development of the *South Waterfront Code & Design Guideline Update Project*, two briefings with the Portland Planning Commission were held to provide background information on and take input on the development of the proposed amendments to the Zoning Code and *South Waterfront Design Guidelines*. Notices of these briefings were posted by the BPS on its web site.
 - j) On July 30, 2009, a 45 day public notice was sent to the Oregon Department of Land Conservation and Development and Metro announcing the first evidentiary hearing of the NPDP. The hearing was with the Portland Design Commission held September 17, 2009.
 - k) On August 3, 2009, the staff recommended version of the *South Waterfront Code & Design Guideline Project* were published for public review.
 - l) On August 14, 2008, a written notice of the September 17, 2009, Portland Design Commission public hearing on the *South Waterfront Code & Design Guideline Update Project* and updates to the *South Waterfront Design Guidelines* was mailed to all people on the new South Waterfront legislative mailing list.
 - m) On August 17, 2009, written notice of the September 22, 2009, Portland Planning Commission public hearing on the project was mailed to all people on the new South Waterfront legislative mailing list.
 - n) On September 1, 2009, a notice required by ORS 227.186 was sent to all property owners potentially affected by proposed Zoning Map and Zoning Code changes.
15. **Goal 2, Land Use Planning**, requires the development of a process and policy framework that acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. The amendments support this goal

because the proposed Zoning Code amendments contain procedures that were followed and criteria that have been satisfied for the development and adoption of the *South Waterfront Code & Design Guideline Update Project* and related implementing measures. The amendments are also supportive of this goal because the required legislative process as described in Portland City Code 33.740 was followed. In addition, the applicable approval criteria for legislative Comprehensive Plan Map Amendments, described in 33.810; for Goal, Policy, and Regulation Amendments, described in 33.835; for Zoning Map Amendments, described in 33.855; and Adoption Criteria for establishment of a plan district, described in 33.500, have been evaluated and satisfied as described in the findings below.

16. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The amendments support this goal because the components related to the implementation of the GDP provide additional incentives and procedures to implement greenway improvements in South Waterfront that enhance riparian habitat and create a greenway open space track that on average is approximately 125' in depth and extends 6,500'. The amendments also encourage the development of river view points and over looks along the greenway.
17. **Goal 8, Recreational Needs**, requires satisfaction of the recreational needs of both citizens and visitors to the state. The amendments support this goal because the components related to the implementation of the GDP provide additional incentives and procedures to implement greenway improvements that include bicycle and pedestrian trails, river view points and over looks, and gather and recreation spaces along the entire 6,500' of greenway in South Waterfront.
18. **Goal 9, Economic Development**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The amendments support this goal because they remove an unintended prohibition on the development of hotels in the South Waterfront. This specific amendment will support economic in the district because hotels will support local retail as well as future institutional and commercial uses in the district. These amendments also remove a housing requirement applicable to the Central District of South Waterfront that made proposals to development commercial and institutional land uses that support economic development, harder to accomplish because proposals would need to seek waivers to this requirement.
19. **Goal 11, Public Facilities and Services**, requires planning and development of a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for development. The amendments support this goal because the zoning maps applicable to the South Waterfront subdistrict are amended to reflect the new adopted street plan for the district which will ensure public and private entities proposing work with South Waterfront have accurate guidance in the location and extent of the system of public-right-of way serving the subdistrict.
20. **Goal 12, Transportation**, requires provision of a safe, convenient, and economic transportation system. The amendments support this goal because the amendments reflect the new adopted street plan for the district which is intended to accommodate new light rail service into the subdistrict and establish street alignments that better encourage

redevelopment, while better facilitating vehicle, bicycle, pedestrian, and streetcar circulation though South Waterfront.

21. The Oregon Transportation Planning Rule (TPR) was adopted in 1991 and amended in 1996 and 2005 to implement State Goal 12. The TPR requires certain findings if the proposed [Comprehensive Plan Map amendment, Zone Change, regulation] will significantly affect an existing or planned transportation facility. This proposal will not have a significant effect on existing or planned transportation facilities because the amendments do not allow for additional development potential or transportation impacts not already considered for South Waterfront. Although the amendments do allow for hotels, the trips generated and associated impacts by this land use are the same that the City of Portland assumes when analyzing impacts for residential land uses. Thus, nothing proposed by this package of amendments has not be considered in the past nor increases the intensity of impacts previously considered.
22. **Goal 15, Willamette River Greenway**, requires protection, conservation, enhancement and maintenance of the natural, scenic, historic, agricultural, economic, and recreational qualities of lands along the Willamette River. The amendments support this goal because the amendments create a new and improved option to make Willamette Greenway improvements within the Zoning Code that includes a holistic and comprehensive strategy to enhance riparian and shallow water habitat, better buffers between development and natural areas, an integrated trail and open space network, and the establishment of new view points and overlooks.

Findings on Metro Urban Growth Management Functional Plan

23. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the Urban Growth Boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. The amendments are consistent with this title because they do not significantly alter the development capacity of the city and may in fact increase the development capacity because they remove barriers to some commercial and commercial mixed-use development. Thus, the amendments are consistent with this title.
24. **Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region. This title is already addressed by the Portland Zoning Code and the City's Transportation System Plan which set limits for the number of parking spaces required and allowed for different uses and areas along transit corridors. The plan furthers this goal by promoting a compact urban form supported by enhanced transit system (light rail) and pedestrian and bicycle circulation system. Thus the amendments are consistent with this title.
25. **Title 3, Water Quality, Flood Management and Fish and Wildlife Conservation**, protects the public's health and safety by reducing flood and landslide hazards, controlling soil erosion and reducing water pollution by avoiding, limiting, or mitigating the impact of

development on streams, rivers, wetlands, and floodplains. The amendments applicable to the Willamette Greenway are consistent with this title as they proposed new procedures to implement greenway improvements designed to create more stable riverbank conditions, improve riparian health, and encourage a wider greenway setback and enhancement areas in the South Waterfront subdistrict. (Also see findings for Comprehensive Plan Goal 8, Environment.)

26. **Title 4, Industrial and Other Employment Areas**, limits retail and office development in Employment and Industrial areas to those that are most likely to serve the needs of the area and not draw customers from a larger market area. This title does not apply to these amendments because subdistrict does not contain industrial or employment zoned lands.
27. **Title 7, Affordable Housing**, ensures opportunities for affordable housing at all income levels, and calls for a choice of housing types. This title does not apply to these amendments as those amendments relevant to housing development in the district do not change how housing affordability or diversity is regulated or the overall plan goals and policies toward housing in the district.

Findings on Portland's Comprehensive Plan Goals

Only the Comprehensive Plan goals addressed below apply.

28. **Goal 1, Metropolitan Coordination**, calls for the Comprehensive Plan to be coordinated with federal and state law and to support regional goals, objectives and plans. The amendments support this goal because the Department of Land Conservation and Development, who has acknowledged the City's Comprehensive Plan, has been notified of the Zoning Code amendments. Also see findings for Policy 1.4 below.
 - a) **Policy 1.4, Intergovernmental Coordination**, requires continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The amendments support this policy because a number of other government agencies were notified of this proposal and given the opportunity to comment. These agencies include the Oregon Department of Land Conservation and Development, Oregon Department of Transportation, Multnomah County, Metro, and TriMet.
29. **Goal 2, Urban Development**, calls for maintaining Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The amendments support this goal because they retain the ability to develop housing, remove barriers to the development of commercial, institutional, and mixed-use projects, and assist in improving access to transit within the subdistrict.
 - a) **Policy 2.6, Open Space**, calls for opportunities for recreation and visual relief by preserving Portland's parks, golf courses, trails, parkways and cemeteries and to establish a loop trail that encircles the city, and to promote the recreational use of the

city's rivers, creeks, lakes and sloughs. These amendments are consistent with this policy as they improve a path to optional greenway enhancements that promote a segment of the loop trail network along the Willamette River as well as recreational amenities and activities along the greenway.

- b) **Policy 2.7, Willamette River Greenway Plan**, calls for the implementation of the Willamette River Greenway Plan which preserves a strong working river while promoting recreation, commercial and residential waterfront development along the Willamette River south of the Broadway Bridge. These amendments are supportive of this policy because they enhance the greenway in South Waterfront to meet the broad objectives of the Willamette River Greenway Plan and the South Waterfront Greenway to create recreational opportunities while also encouraging a mix of land uses and development along the interface with the greenway.
 - c) **Policy 2.25, Central City Plan**, calls for continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living. This policy further calls for implementation of the Central City Plan through coordinated development that provides aid and protection to Portland's citizens, and enhances the Central City's special natural, cultural and aesthetic features. The amendments support this policy because they provides incentives to create a more diverse range of land uses and an option to make greenway improvements that include various amenities that would enhance the character and livability within the South Waterfront subdistrict.
30. **Goal 3, Neighborhoods**, calls for the preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The amendments support this goal because the amendments do not reduce the residential densities currently allowed in the subdistrict but do promote the development of recreation and open space amenities, mixed-use development, and greater access to transit which is intended to improve livability and make the subdistrict more attractive to continued residential development.
31. **Goal 4, Housing**, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, density, sizes, costs and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The amendments are consistent with this goal because they do not amend existing South Waterfront policies, regulations, or incentives to residential density, diversity or affordability.
32. **Goal 5, Economic Development**, calls for the promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments are consistent with this goal because remove barriers to the development of commercial and institutional land uses in the subdistrict.
- a) **Policy 5.1, Urban Development and Revitalization**, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities. These amendments support this policy because they encourage redevelopment and investment on former brownfield areas with the Central City.

- b) **Policy 5.4, Transportation System**, promotes a multi-modal regional transportation system that encourages economic development. These amendments support this policy as they facilitate the expansion of light rail service into the subdistrict and promote a greenway option that includes expanded bicycle and pedestrian trail development and connections.
 - c) **Policy 5.11, Science and Technology Quarter**, calls for the establishment of a Science and Technology Quarter (recently also referred to as the Innovation Quarter) as the core of the region's biomedical, bioscience and bioengineering industries and advance these industries by encouraging and capitalizing on the strengths of Portland's academic and medical institutions and the region's technology sector. These amendments are consistent with this policy as they remove barriers to commercial and institutional development in the district that would support this quarter and facilitate the expansion of a light rail alignment that will link three primary components of the Science and Technology Quarter: Portland State University; South Waterfront; and, the Oregon Museum of Science and Industry.
33. **Goal 6, Transportation**, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendments are consistent this goal because they support an amended street plan that facilitates the expansion of a light rail alignment into South Waterfront, creates a more developable block structure, encourages the development of an expanded and enhance bicycle and pedestrian circulation system, and extends the subdistricts multi-modal transportation system.
- a) **Policy 6.22, Pedestrian Transportation**, calls for planning and completing a pedestrian network. The amendments support of this policy as they promote the expansion and enhancement of the pedestrian network serving the subdistrict as well as new pedestrian connections to adjacent areas on the west and east side of the Willamette River.
 - b) **Policy 6.23, Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. The amendments support this policy they support and encourage expanded bicycle connections within the subdistrict and to adjacent areas west and east of the Willamette River.
 - c) **Policy 6.24, Public Transportation**, supports development of a public transportation system that conveniently serves city residents and workers. The amendments support this policy because they facilitate the expansion of light rail service into South Waterfront and across the Willamette River to Southeast Portland and down to the southern boundary of the city with Clackamas County.
 - d) **Policy 6.40, Southwest Transportation District**, calls for amendments to address outstanding transportation issues in the Southwest District through studies and multimodal improvements, and use the transportation policy and objectives in the

Southwest Community Plan to evaluate potential changes to the street system. Objective A of this policy further calls for the use of the Willamette Shore Line right-of-way to provide future streetcar commuter service or light rail in the Macadam Corridor. The amendments support this policy and objective as they facilitate expansion of light rail service into the Willamette Shore Line right-of-way, relocated the existing streetcar alignment within the adjacent Moody Avenue right-of-way, and expand transit service and multi-modal connects in the Southwest Transportation District consistent with adopted policy.

34. **Goal 8, Environment**, calls for the maintenance and improvement of the quality of Portland's air, water, and land resources, as well as the protection of neighborhoods and business centers from noise pollution. The amendments support this goal as stated below under Policy 8.11, Special Areas – Willamette River Greenway.
- a) **Policy 8.11, Special Areas**, calls for recognition of unique land qualities and adopt specific planning objectives for special areas. One of the identified special areas is the Willamette River Greenway where there is a directive to protect and preserve the natural and economic qualities of lands along the Willamette River through implementation of the city's Willamette River Greenway Plan. The amendments support these policies because they enhance the greenway improvement options in the code specific to the South Waterfront greenway to create enhance habitat conditions, expanded recreational opportunities, and improved greenway conditions that will support mixed-use waterfront development while preserving and enhancing natural conditions along the riverbank.
35. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process, and the implementation, review, and amendment of the Comprehensive Plan. This project followed the process and requirements specified in Chapter 33.740, Legislative Procedure. The amendments support this goal for the reasons found in the findings for Statewide Planning Goal 1, Citizen Involvement.
36. **Goal 10, Plan Review and Administration**, calls for periodic review of the Comprehensive Plan, for implementation of the Plan, and addresses amendments to the Plan, to the Plan Map, and to the Zoning Code and Zoning Map. The amendments support the following policies that implement Goal 10.
- a) **Policy 10.10, Amendments to the Zoning and Subdivision Regulations**, requires amendments to the zoning and subdivision regulations to be clear, concise, and applicable to the broad range of development situations faced by a growing, urban city. The objectives of this policy are:

Objectives:

A. Promote good planning by:

- Effectively and efficiently implementing the Comprehensive Plan;
- Addressing present and future land use problems;
- Balancing the benefits of regulations against the costs of implementation and compliance; and

- Assuring that Portland remains competitive with other jurisdictions as a location in which to live, invest, and do business.

B. Assure good administration of land use regulations by:

- Keeping regulations simple;
- Using clear and objective standards where ever possible;
- Maintaining consistent procedures and limiting their number;
- Establishing specific approval criteria for all land use reviews;
- Emphasizing administrative procedures for land use reviews; and
- Avoiding overlapping reviews.

C. Strive to improve the code document by:

- Using clear language;
- Maintaining a clear, logical organization;
- Using a format and page layout that eases use of the document by lay-people as well as professionals; and
- Using tables and drawings to add clarity and to shorten the document.

These amendments support this policy and objectives because they are clear and concise, correct conflicts between adopted policy and implementing development standards, and implement improve implementation procedures applicable to development throughout the South Waterfront subdistrict.

- b) **Policy 10.13, Design Review**, calls for development of recommendations for City Council consideration for additional areas where design review would be appropriate and preparation of design review standards for both existing and proposed areas. The amendments support this policy because they updated the South Water Design Guidelines and South Waterfront Greenway Design Guidelines to address improve procedures and options for greenway improvements while also reformatted the overall guideline document to make them easier for applicants and administrators to use.

37. **Goal 11, Public Facilities**, includes a wide range of goals and policies:

38. **General Goal 11 A** calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The amendments support this goal by facilitating the development of new transit service, light rail, an enhanced street plan, expanded bicycle and pedestrian circulation system, and new options for greenway improvements that would provide amenities supportive of existing and new residential and employment related land uses in the subdistrict.

39. **Goal 11 B, Public Rights-Of-Way**, calls for improvements to the quality of Portland's transportation system. The amendments support this goal by facilitating amendments to the South Waterfront street plan that is being realigned to accommodate light rail service, expanded streetcar service, and an enhanced and more comprehensive network of bicycle and pedestrian connections and trails.

40. **Goal 11 F, Parks And Recreation**, calls for preservation of parks and open space, and equitable allocation of active and passive recreation opportunities. The amendments support this goal by providing enhanced options for greenway improvements that among many objectives would expand public access and recreation opportunities through new trail development and recreational amenities throughout the South Waterfront greenway.
- a) **Policy 11.46, New Parkland**, calls for increased supply of parkland, giving priority to: areas where serious geographic and service level deficiencies exist, land acquisition necessary to complete the “Forty Mile Loop” system, and acquisition of lands appropriate for development. The amendments indirectly support this policy as the Greenway Development Plan option that is enhanced by these amendments contains provisions whereby public trail improvements related to the “Forty Mile Loop” are developed and public recreational opportunities within South Portland, and area currently deficient in park and recreational lands, is enhanced and expanded.
41. **Goal 12, Urban Design**, calls for enhancing Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The amendments support this goal by improving the South Waterfront Design Guidelines documents as well as enhancing specific design guidelines to better guide the creation of an urban form and greenway and open space improvements that increase the attractiveness and livability in the subdistrict.
- a) **Policy 12.4, Provide for Pedestrians**, calls for providing a pleasant, rich, and diverse experience for pedestrians which includes comfortable, safe, and attractive pathways. The amendments support this policy because they facilitate improved trail and pedestrian connections through the implementation of enhanced greenway conditions and a new street plan for the subdistrict. Further, the amends propose new development standards and design guidelines intended to enhance the public realm and increase the character and enjoyment of the pedestrian environment.
 - b) **Policy 12.7, Design Quality**, calls for enhancing Portland’s appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. The amendments support this policy because they facilitate the Greenway Development Plan option within the code, which are intended to result in a superior greenway design. The amendments are include an overhaul of the South Waterfront Design Guidelines, including enhancements to the text and graphics that provide design guidance, with the intent of improving the appearance, character and experience of architecture and

Findings on South Waterfront Plan

42. **Central City Policy 21: South Waterfront**, calls for the creation of a vibrant urban neighborhood connected with and enriched by a clean and healthy river. The amendments support this policy because they facilitate the implementation of an enhance street network that includes expanded light rail and streetcar service, improved bicycle and pedestrian circulation, enhanced greenway improvements including expanded public recreational

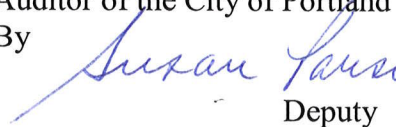
opportunities, and improved design guidance intended to create a dynamic urban form and public realm of superior design quality and character.

43. **South Waterfront, Land Use and Urban Form Policy**, calls for the creation of a distinctive riverfront neighborhood of exceptional urban character with a diversity of jobs and housing. The amendments support this policy because the amendments improve the design guidance in the subdistrict while removing barriers to some land uses that can contribute to a vibrant mixed-use waterfront neighborhood.
44. **South Waterfront, Greenway and Parks Policy**, calls for the creation of an exemplary open space network that embraces the river as the district's "front yard" and provides a range of urban amenities, beauty and ecological functions. The amendments support this policy because they enhance the Greenway Development Plan option by amending applicable development standards and design guidelines with the intent of creating a comprehensive and holistic greenway design that incorporates habitat enhancements, expanded trail system, and new public recreation opportunities.
45. **South Waterfront, Transportation Policy**, supports the development of a multimodal transportation system serving residents, employees and visitors to and within this urban district, with strong connections to the Willamette River and the greenway. The amendments support this policy because they facilitate the implementation of an enhance street network that includes expanded light rail and streetcar service, improved bicycle and pedestrian circulation, as well as enhanced greenway improvements including an expanded public network of bicycle and pedestrian trails.
46. **South Waterfront, District-wide Environmental Design Policy**, calls for improvements to environmental conditions in the district through the design of sites, buildings, the transportation system and parks, greenway and open space. The amendments support this policy because enhanced greenway option facilitated by these amendments would result more comprehensive and holistic approach to conducting habitat enhancement activities in the subdistrict and would expand these activities over a wider area of the greenway. These amendments also facilitate the expansion of the district multi-modal transportation network, providing alternative to single occupancy vehicle trips or trips associated with any kind of vehicle solely dependent on fossil or carbon based fuels.

NOW, THEREFORE, the Council directs:

- a. Title 33 of the Code of the City of Portland, Oregon is hereby amended as shown in the *Portland Planning Commission Recommended Zoning Code Amendments: South Waterfront Code and Design Guidelines Update Project*, dated September 22, 2009 (Exhibit A);
- b. Title 33 of the Code of the City of Portland, Oregon is hereby amended as shown in the *South Waterfront Design Guidelines and South Waterfront Greenway Design Guidelines, City Council Revised Recommendation*, January 2010 (Exhibit B); and
- c. The commentary in the *Portland Planning Commission Recommended Zoning Code Amendments: South Waterfront Code and Design Guidelines Update Project* (Exhibit A) is hereby adopted as legislative intent and as further findings.

Passed by the Council: FEB 03 2010
Mayor Sam Adams
Prepared by: Troy Doss
Date Prepared: February 3, 2010

LaVonne Griffin-Valade
Auditor of the City of Portland
By 
Deputy

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 Agenda No.
ORDINANCE NO. 183518 As Amended
 Title

Amend Portland Zoning Code and South Waterfront Design Guidelines to improve process to implement the South Waterfront Greenway Development Plan and to update and correct several zoning provisions applicable to the South Waterfront subdistrict. (Ordinance; Amend City Code Title 33)

<p>INTRODUCED BY Commissioner/Auditor: Mayor Sam Adams</p>	<p>CLERK USE: DATE FILED <u>NOV 27 2009</u></p>
<p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Adams <i>[Signature]</i></p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Leonard</p>	<p style="text-align: center;">LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By: <i>[Signature: Susan Parsons]</i> Deputy</p>
<p>BUREAU APPROVAL</p> <p>Bureau: Planning and Sustainability Bureau Head: Susan Anderson, Dir. <i>[Signature]</i></p> <p>Prepared by: Troy Doss Date Prepared: November 9, 2009</p> <p>Financial Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Council Meeting Date November 25, 2009</p> <p>City Attorney Approval <i>[Signature: K. Beaumont]</i></p>	<p>ACTION TAKEN:</p> <p>DEC 02 2009 PASSED TO SECOND READING JAN 27 2010 10:15 AM TIME/CERTAIN</p> <p>JAN 27 2010 PASSED TO SECOND READING As Amended FEB 03 2010 9:30 A.M.</p>

AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/></p> <p>Start time: December 2, 9:30 am</p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input type="checkbox"/></p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman	✓	
4. Leonard	4. Leonard	✓	
Adams	Adams	✓	