



City of Portland

Staff Presentation to the
City Council

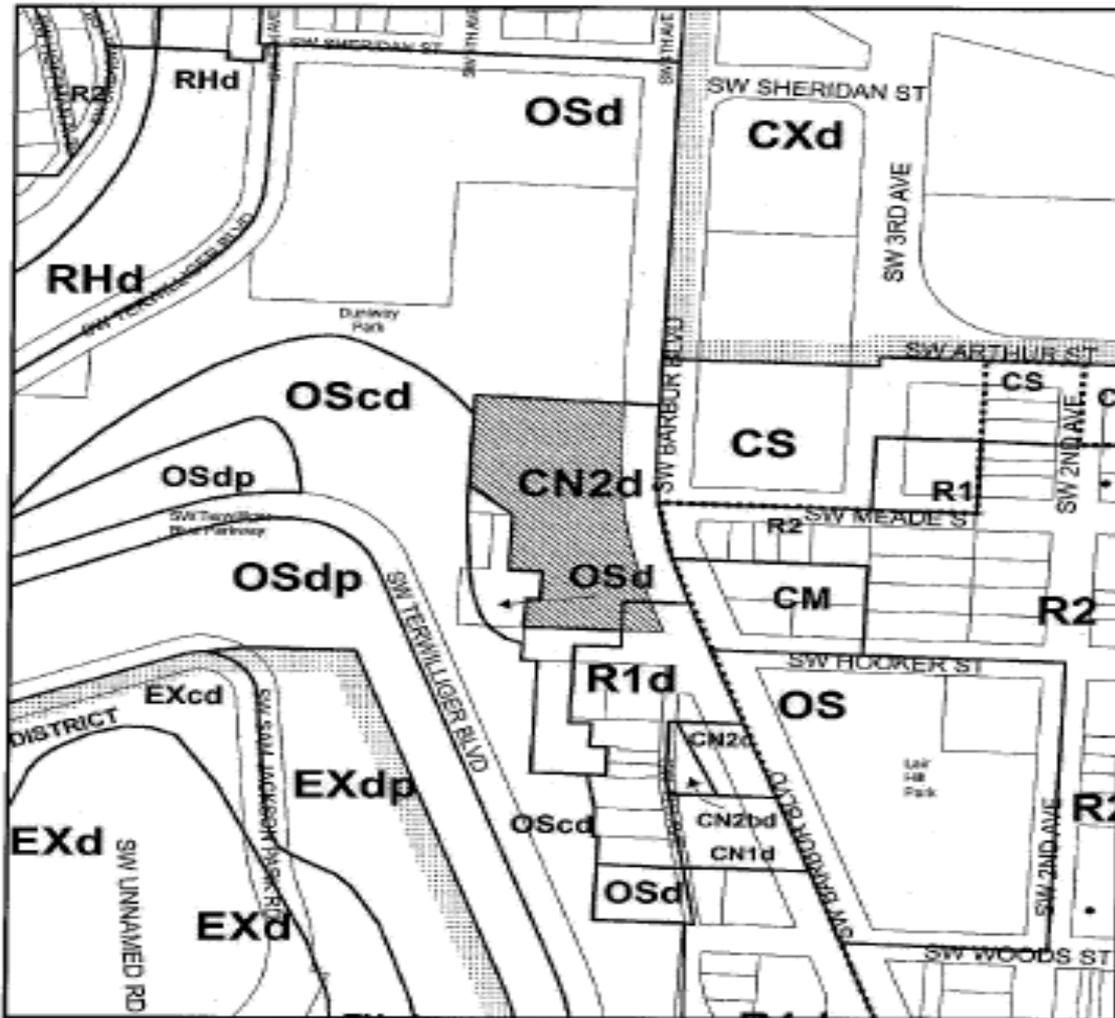
Case File LU 16-186417 CP ZC
Under Armour “Zone Change”

Summary of the Proposal

- **Comprehensive Plan Map and Zoning Map Amendments to “up-zone” site from Neighborhood Commercial/CN2 and Medium Density Multi-Dwelling/R1 to Urban Commercial/CS designations;**
- **Changes would allow additional story for office building, increasing maximum FAR from 0.75:1 to 3:1, and increasing maximum height from 30’ to 45’;**
- **Design overlay zone will remain in place (site within Terwilliger Parkway Design District); and**
- **Site-specific changes not relevant, received prior conditional approval through Design Reviews.**

Existing Zoning

(Exhibit B.1)



**ZONING
EXISTING**

-  Site
-  Historic Landmark
-  NORTH

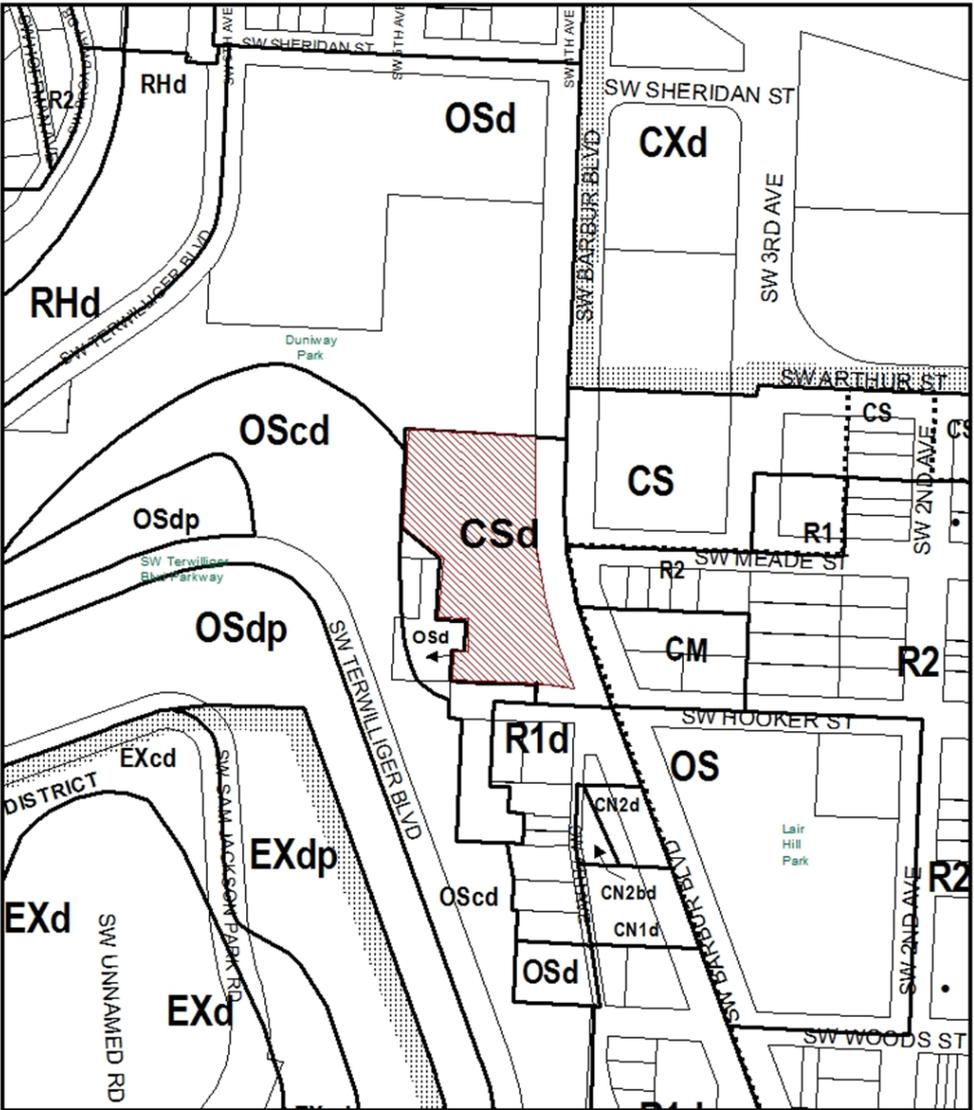
File No. LU 16-188417 CP ZC
 1/4 Section 3328
 Scale 1 inch = 200 feet
 State Id 1S1E09AA 2300
 Exhibit B.1 (Jan 13, 2018)

Approval Criteria:

33.810.050.A-B,
 Comprehensive Plan Map
 Amendments; and

33.855.050.A-D, Zoning
 Map Amendments

Proposed Zoning (Exhibit B.2)



2018 Comp Plan
(comparable to proposal):
Mixed-Use Urban Center
Comp. Plan Designation;
and
CM2 Zoning.

ZONING PROPOSED

-  Site
-  Historic Landmark
-  NORTH

File No.	LU 16-186417 CP ZC
1/4 Section	3328
Scale	1 inch = 200 feet
State_Id	1S1E09AA 2300
Exhibit	B.2 (Apr 06, 2017)

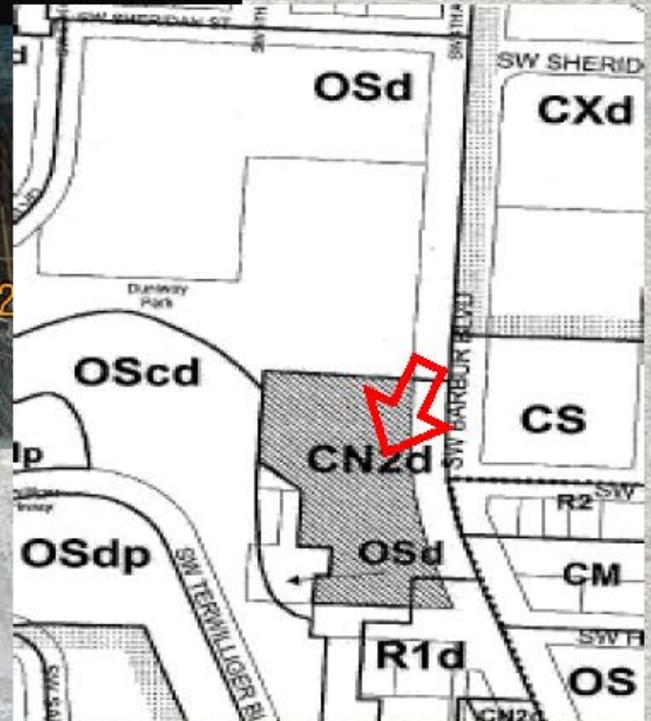
Aerial View





01/2





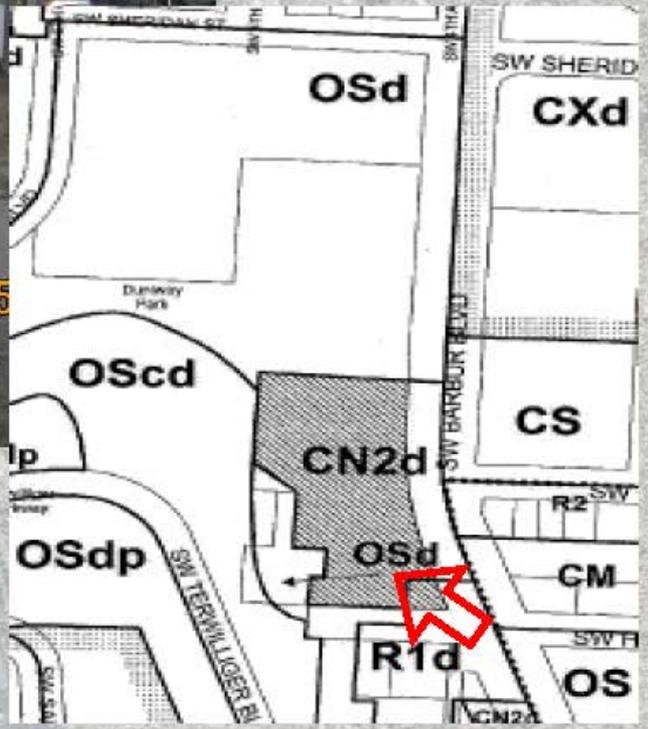
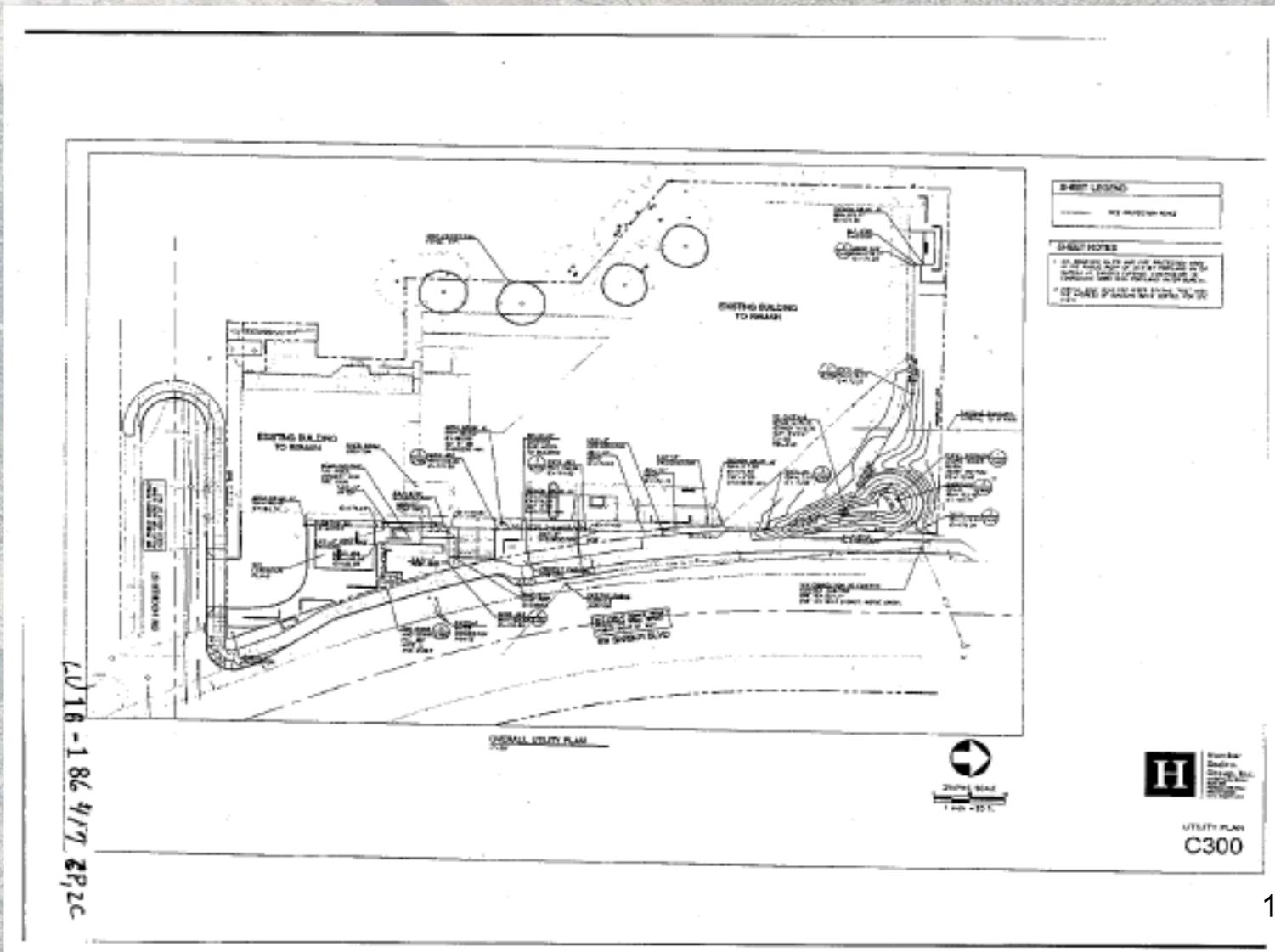


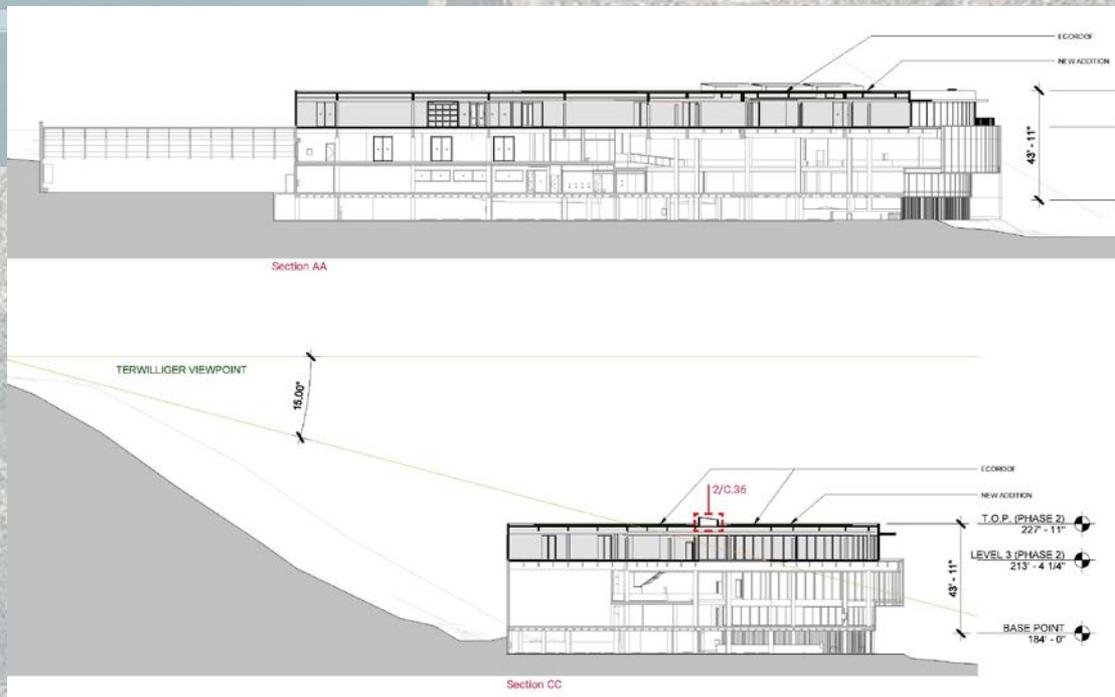
Exhibit C.2 – Utility Plan



(Design Review FYI – Phase I underway)



(Design Review FYI – Phase II awaiting CP ZC)



Analysis

Comprehensive Plan Map Amendment (33.810.050.A-B)

- 1. Proposal is supportive of most Comprehensive Plan goals and policies;**
- 2. “No net loss” for housing criterion requires mitigation for 2 dwelling units. Conditions of approval regarding housing mitigation were imposed by the Land Use Hearings Officer, requiring mitigation of two units by covenant before changes are made to the Comprehensive Plan/Zoning Maps; and**
- 3. Criterion A.4 (Industrial Sanctuary sites) and B (Legislative projects) *do not apply*.**

With conditions of approval A.1 & A.2, these criteria are met.

Analysis, continued.

Zoning Plan Map Amendment (33.855.050.A-D)

A – Comprehensive Plan Map Compliance

1. CS zoning is found nearby and appropriate for the site and surrounding area;
2. No buffer overlay on the site – criterion *does not apply*; and
3. No residential downzone or removing CM zone – *does not apply*.

B – Adequate Public Services

1. Criterion applied to single site based on zoned capacity;
2. Public services available (water, fire, police, sewer/sanitary, transportation services), with conditions of approval for mitigation per use-related trip cap in case of redevelopment.
3. IR zone requirements and criteria (33.855.050.B.3 & 33.855.050.C) *do not apply*.

With conditions of approval B.1 & B.2, these criteria are met.

Other

- **No neighbor or neighborhood association letters received to date;**
- **Original proposal for CX zoning was “down-zoned” to CS, per feedback from South Portland N.A. and nearby residents; and**
- **Neighbors were generally supportive of prior Design Reviews.**

H.O. Recommendation to City Council

Approval of a Comprehensive Plan Map Amendment from Neighborhood Commercial 2 and Medium Density Multi Dwelling to Urban Commercial.

Approval of a Zoning Map Amendment from CN2d (Neighborhood Commercial 2 with Design overlay zone) and R1d (Residential, 1,000 with Design overlay zone) to CSd (Storefront Commercial base zone with Design overlay zone).

Both approvals are subject to the following conditions:

A. Prior to any changes being made to the Zoning Map and Comprehensive Plan Map designations, the applicant must:

1. Submit a letter from Central City Concern documenting owner permission for the use of an existing restrictive covenant on two units at the site of the Richard L. Harris Building (8 NW 8th Avenue), with the covenant having been previously documented as Exhibit G.5 of LU 14-104931; or,
2. Submit documentation of property owner permission and a restrictive covenant of at least 25 years for two units at the site of another commercial or employment zone project with non-required housing.

H.O. Rec. to City Council, cont'd.

B. The following conditions are applicable to development on the site:

1. Development shall be limited to the land use and trip rate allocations per Table 1 below. Total vehicle trips shall not exceed 401 AM peak hour trips. The applicant shall be responsible for providing an accounting of all square footages for each proposed use, as well as existing uses, and the conversion to vehicle trips for each building permit application.

Table 1: Land Use and Trip Rate Allocations¹ - Maximum 401 AM Peak Hour Trips

Zoning Land Use Category (ITE Land Use Category)	Building Square Footage (GLA)/Other	AM Peak Hour Trip Rate ²
Office (Medical/Dental Office, ITE 720)	1,000 square feet	2.39
Retail Sales and Service (High-Turnover Sit-Down Restaurant, ITE 932)	1,000 square feet	10.81
Household Living (Apartment, ITE 220)	1 dwelling unit	0.51
Vehicle Repair (Automobile Care Center, ITE 942)	1,000 square feet	2.25
Industrial Use Categories (Manufacturing, ITE 140)	1,000 square feet	0.73
Institutional Use Categories (Day Care, ITE 565)	1,000 square feet	12.18

¹ The building square footage or dwelling units shall be converted to trips and compared to the maximum established. The established trip rates for these land use categories shall not be altered

² All trip rates in this table are based on the ITE trip generation, 9th Edition rates for reasonable worst case uses as shown in the Land Use column for the AM peak hour

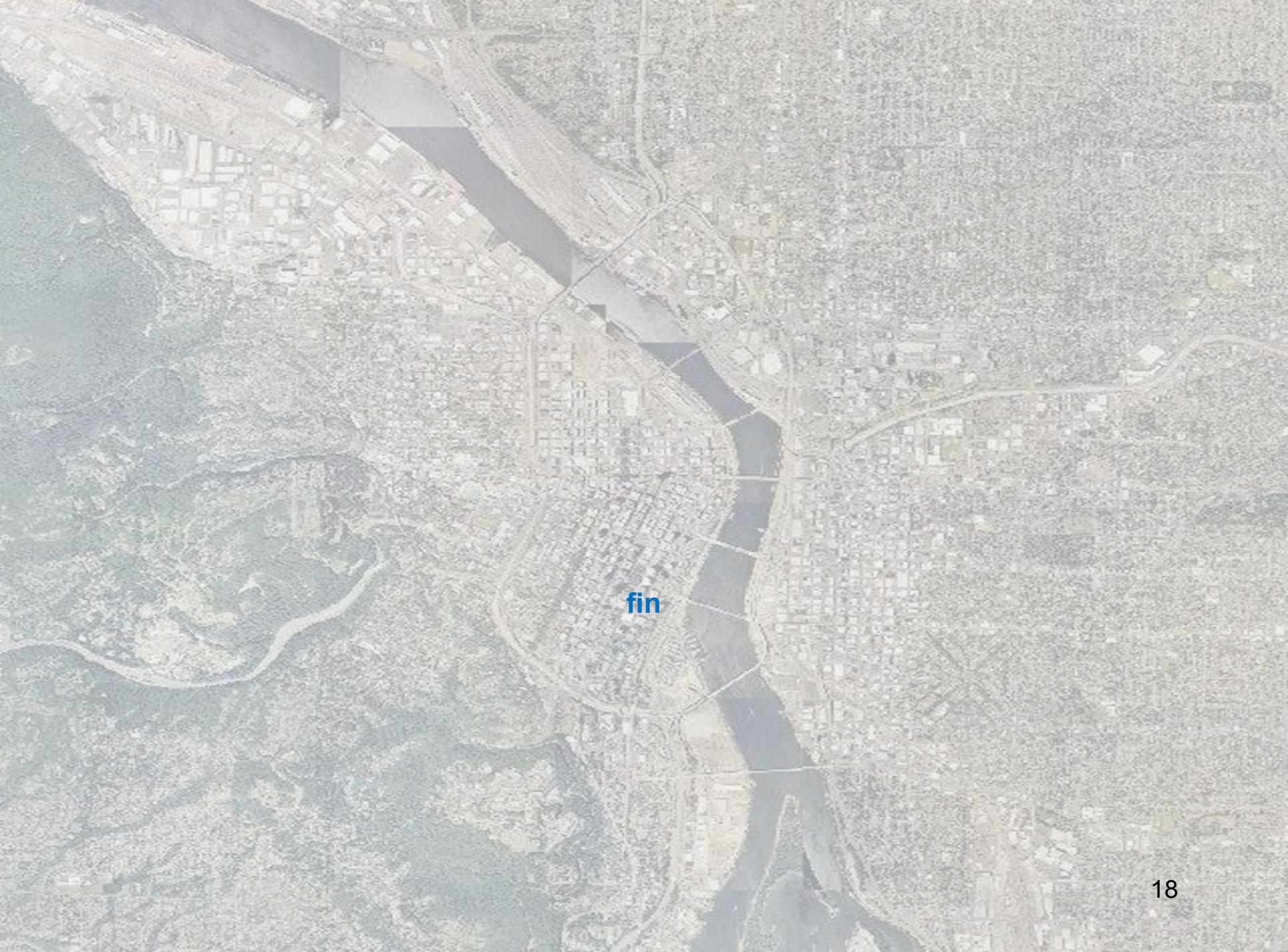
2. In addition to documenting compliance with applicable Zoning Code requirements, all building permit applications submitted for new development/redevelopment shall include:

a. A description of the proposed development, with floor area or dwelling unit calculations by land use category;

b. The resulting new vehicle trips generated by the proposed development, using Table 1;

c. The calculated number of vehicle trips generated by any existing development, using Table 1; and

d. Confirmation that proposed use vehicle trips plus existing use vehicle trips do not exceed 401 AM peak hour trips.



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